



District Department of Transportation

appendix G

section 106 effects assessment report and
amended and restated memorandum
of agreement



south capitol street

section 106 assessment of effects
for historic properties

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submitted by:

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Abstract

Section 106 of the National Historic Preservation Act of 1966 (as amended) requires that the Federal Highway Administration (FHWA) identify historic properties within a project's Area of Potential Effects (APE); assess effects to historic properties; avoid, minimize, and/or mitigate any adverse effects; and consult with the State Historic Preservation Officer and other consulting parties throughout the Section 106 process, as appropriate.

The South Capitol Street Project (Project) was previously the subject of a Final Environmental Impact Statement (FEIS) and related Section 106 historic preservation studies. These efforts were completed in 2011; however a Record of Decision (ROD) for the Project was not issued. Investigations executed while the FEIS was completed considered different designs for the bridge, as well as various alternatives for other Project components including roadway and ramp configurations and infrastructure work than those discussed in this report.

Because of changes to the Project and an introduction of a Revised Preferred Alternative, an assessment of effects was completed as part of compliance with Section 106. The Project's Revised Preferred Alternative is also being evaluated in a Supplemental Final Environmental Impact Statement (SFEIS). As a result of the proposed changes to the Project and the Revised Preferred Alternative, a revised Area of Potential Effects (APE) was developed in 2014 in consultation with staff of the DC State Historic Preservation Office (DC SHPO) and consulting parties. In July 2014, DDOT and FHWA held a meeting to discuss preliminary effects assessments with the consulting parties and staff from the DC State Historic Preservation Office (DC SHPO) and the Advisory Council on Historic Preservation (ACHP). Comments received at that meeting were incorporated into the effects assessments included in this report.

No previously identified archaeological sites are present within the current Project's limits of disturbance (LOD). Additional assessments indicate that there is a low archaeological sensitivity for areas in the revised LOD within the revised APE. Therefore, no archaeological resources will be affected by the proposed Project.

The revised APE contains twenty-three built historic properties. Four National Historic Landmarks; eighteen historic properties listed in or determined eligible for the National Register of Historic Places; and one potentially eligible historic property have been identified within the Project's revised APE.

The South Capitol Street Project will have no effect on two historic properties; no adverse effect on twenty historic properties; and an adverse effect on one historic property, the L'Enfant Plan of the City of Washington, DC. The proposed Project will alter the historic L'Enfant Plan in the vicinity of South Capitol Street and Potomac Avenue SW, where the west traffic oval would be installed, changing the street grid in the vicinity of Q and R Streets SW and the axial alignment of Potomac Avenue SW. Therefore, there will be an adverse effect to historic properties from the South Capitol Street Project.

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chapter 1.0

introduction

As part of compliance with the National Environmental Policy Act, the South Capitol Street Project (Project)'s impacts were documented in a Final Environmental Impact Statement (FEIS). For the FEIS, work was completed to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended). The Federal Highway Administration (FHWA) served as the lead federal agency for these efforts, in cooperation with the District Department of Transportation (DDOT). The Section 106 work was also executed to evaluate effects to historic properties. The Section 106 process for the FEIS included: delineating an Area of Potential Effects (APE); identifying historic properties; assessing Project effects on historic properties; consulting with the DC State Historic Preservation Office (DC SHPO) and other consulting parties; and developing a Memorandum of Agreement (MOA) to address adverse effects. The DC SHPO concurred with the determinations of eligibility and assessments of effects presented in the FEIS. The Project's MOA, *The Memorandum of Agreement Among the Federal Highway Administration, the District of Columbia State Historic Preservation Office, the National Capital Planning Commission, the Advisory Council on Historic Preservation, and the District Department of Transportation, Regarding the South Capitol Street Project within the District of Columbia*, was executed in December 2011. A listing of the cultural resources documents completed as part of prior Project work is listed at the end of this document in Section 6, "Works Consulted."

Since completion of the FEIS, the Project's design has changed, leading to a Revised Preferred Alternative. Because of these design changes, the Project impacts have changed and are being reanalyzed in a Supplemental Final Environmental Impact Statement (SFEIS). Additional Section 106 investigations have been completed for areas of the revised APE not in the previous APE and the Section 106 process for this Project (which is the Undertaking as defined in the Section 106 regulations) has been reopened. This report contains the Project area history and description; Section 106 legal and regulatory context; effects assessments for built historic properties and archaeological resources; a list of works consulted; and appendices including a matrix of historic properties within the APE; Determination of Eligibility form for the Skyline Inn; and Project correspondence.

chapter 2.0

project area history and description

2.1 Changes to the Preferred Alternative

The following sections summarize the design features of the FEIS Preferred Alternative and the Revised Preferred Alternative.

The South Capitol Street Corridor was organized by segments (numbered 1 through 5) for construction planning purposes. Figure 1 illustrates the following segments:

- Segment 1 – Areas immediately west and east of the Anacostia River (includes a new bridge and traffic ovals on both sides of the river)
- Segment 2 – I-295 and the area where Suitland Parkway connects with South Capitol Street
- Segment 3 – Suitland Parkway east of Firth Sterling Avenue
- Segment 4 – South Capitol Street from M Street to I-695
- Segment 5 – Areas north of I-695 to Independence Avenue, and New Jersey Avenue SE between M Street SE and D Street SE. (The FEIS limits extended north beyond D Street to C Street)

While the 5 segments are evaluated as one project, construction will be staged or programmed for discrete construction elements as funding permits. Thus, the segment number does not indicate the order in which the segments may be constructed.

Figure 1. Planning Segments along the South Capitol Street Corridor



In July 2013, DDOT initiated a design-build process for the Project. The design-build process will select a designer/contractor from among four short-listed teams. The selected designer/contractor will be responsible for finalizing the design for of initial portion of the Project proposed for construction. The Frederick Douglass Memorial Bridge is prominently located along the Anacostia River and is an important gateway into Anacostia and areas west of the river. Therefore, the visual quality of the proposed design of the new bridge, traffic ovals and other elements of the Project will be a very important consideration when selecting a designer/contractor.

As part of the Request for Proposal, the prospective designer/contractors are required to follow the *Visual Quality Manual, South Capitol Street Corridor, Phase 1 – Segments 1 and 2 (Visual Quality Manual)* (DDOT et. al., 2014). The *Visual Quality Manual* provides information regarding visual design elements and goals for the Project. The prospective designer/contractors will submit design concepts for evaluation by an Aesthetic Review Committee. Section 2.4 describes the framework and notable elements in the *Visual Quality Manual*. It identifies the visual considerations contained within the design-build process for the Project. Section 4.6 describes the visual impacts of the Revised Preferred Alternative, with regard to the visual framework provided in the *Visual Quality Manual*.

2.2 The Revised Preferred Alternative

This section summarizes each segment of the Revised Preferred Alternative and identifies the elements that have been modified. The discussion of each segment highlights the differences between the FEIS Preferred Alternative and the Revised Preferred Alternative. The logical termini and independent utility as described in the FEIS did not change as a result of development of the Revised Preferred Alternative. The Project Area encompasses South Capitol Street between Suitland Parkway at Martin Luther King, Jr. Avenue SE on the southeast end of the corridor and Independence Avenue on the north end of the corridor. The western and eastern boundaries north of the Frederick Douglass Memorial Bridge remain the same as the FEIS at 2nd Street SW and 2nd Street SE.

Figure 2 illustrates the design features of the FEIS Preferred Alternative. Figure 3 illustrates the design features of the Revised Preferred Alternative.

2.2.1 Segment 1

Segment 1 encompasses the Anacostia River and the land areas immediately adjacent on the west (near the Nationals Park and Buzzard Point) and east (near Anacostia and Poplar Point) ends of the river. The river flows in a north-south direction within the Project Area.

FEIS Preferred Alternative

In Segment 1, the FEIS Preferred Alternative would replace the existing Frederick Douglass Memorial Bridge with an arched bascule bridge, which is similar to many other bridges in the District. The bridge would include four piers and, in the closed position, provide 35 feet of vertical clearance and 250 feet of horizontal clearance for navigation. As noted in Section

2.1, the bridge alignment was designed at an angle to allow the swing span on the existing bridge to remain operational during construction.

The center span of the new bridge would open vertically to allow passage of vessels with vertical clearance requirements greater than that allowed in the closed position (35 feet). The bridge would support six travel lanes (three lanes in each direction) and 20-foot-wide bicycle/pedestrian paths on both sides of the bridge.

On the west side of the river, a traffic oval would connect with South Capitol Street, the new Frederick Douglass Memorial Bridge, Potomac Avenue, Q Street SW and R Street SW. On the east side of the river, a traffic oval would connect with the new Frederick Douglass Memorial Bridge, a realigned South Capitol Street, Suitland Parkway and Howard Road SE. Connections would be made with Anacostia Drive in Anacostia Park and Robbins Road within the JBAB.

Figure 2. Design Features of the FEIS Preferred Alternative

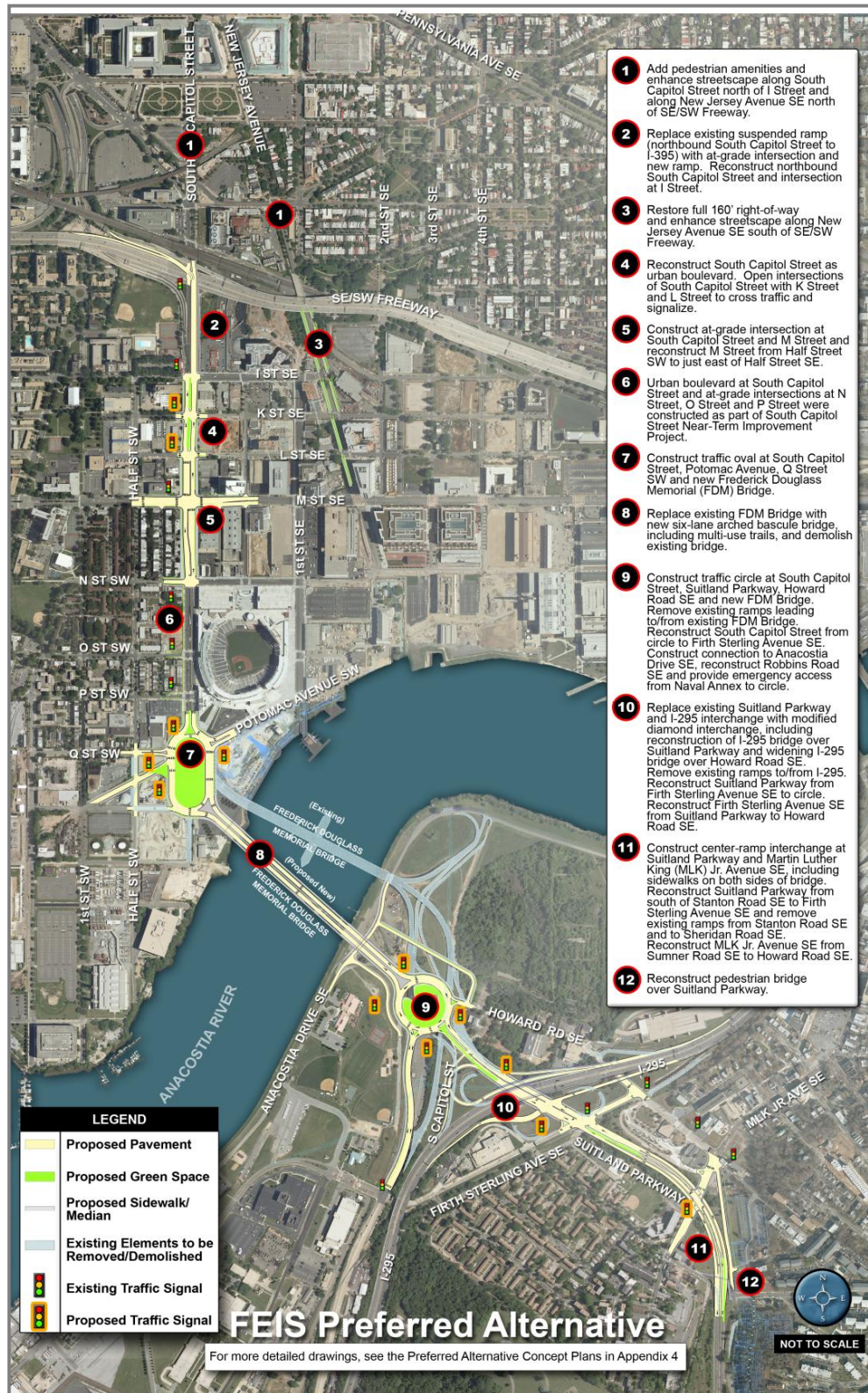
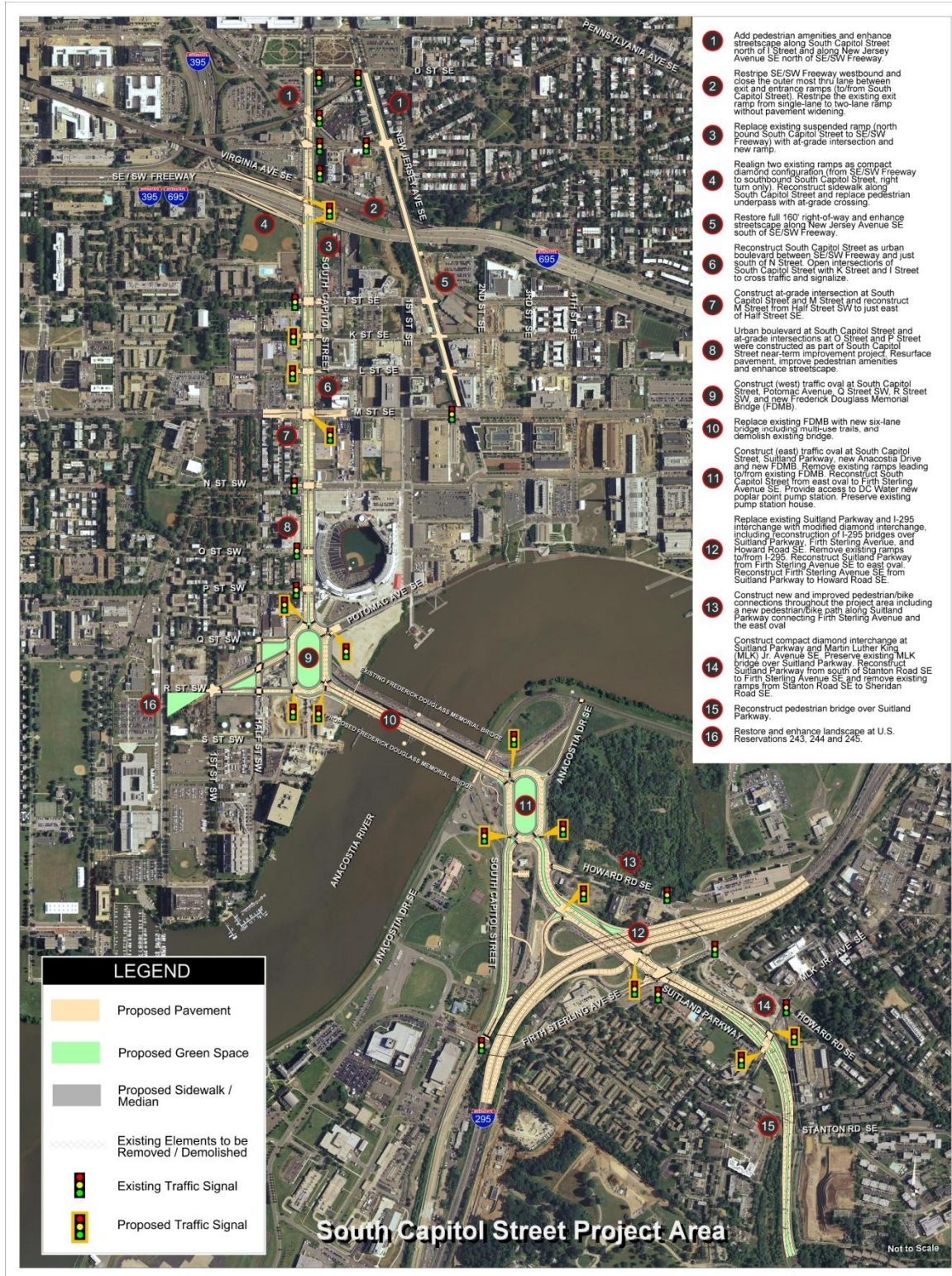


Figure 3. Design Features of the Revised Preferred Alternative



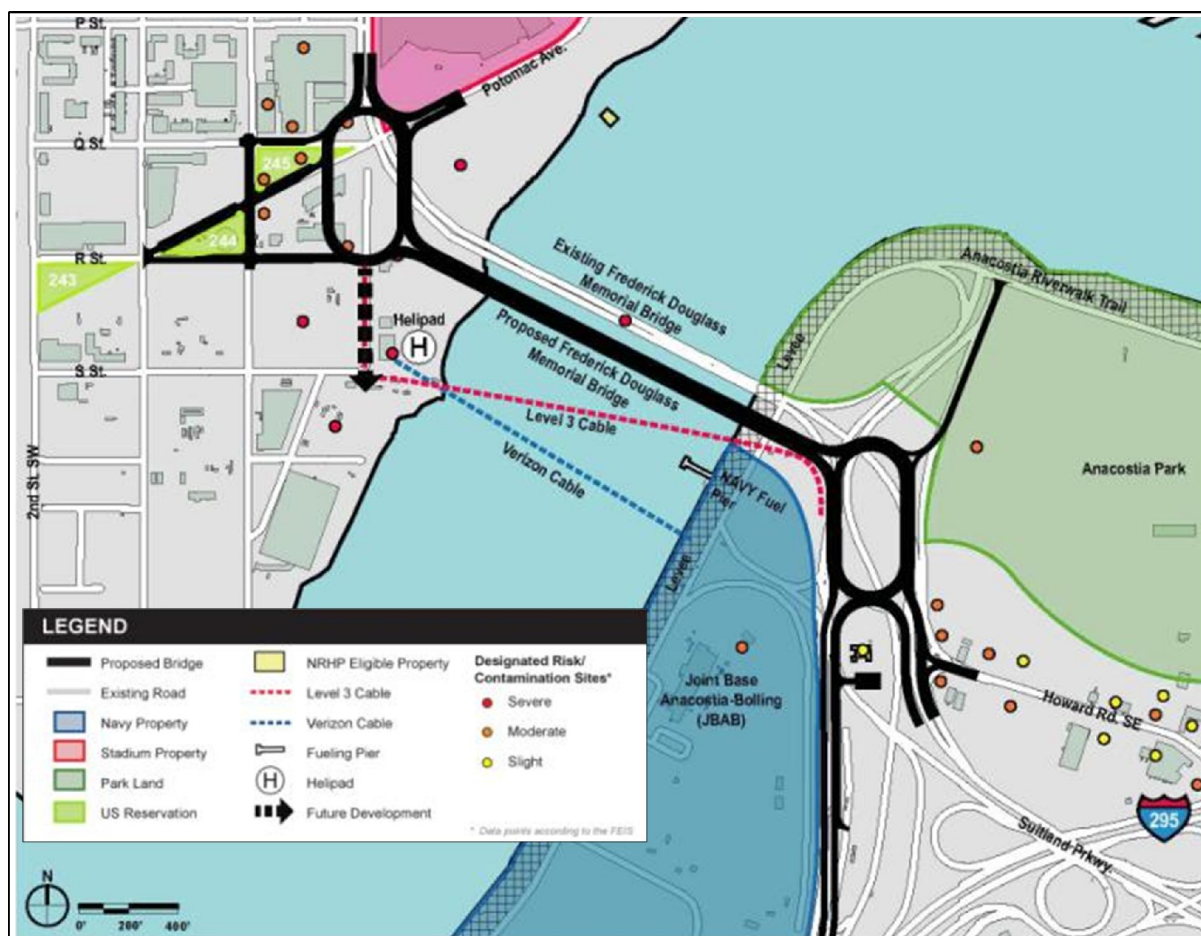
Revised Preferred Alternative

The following sections describe the Revised Preferred Alternative regarding the bridge, motorized access on the surrounding road network, the bicycle and pedestrian network and streetscape improvements.

Frederick Douglass Memorial Bridge

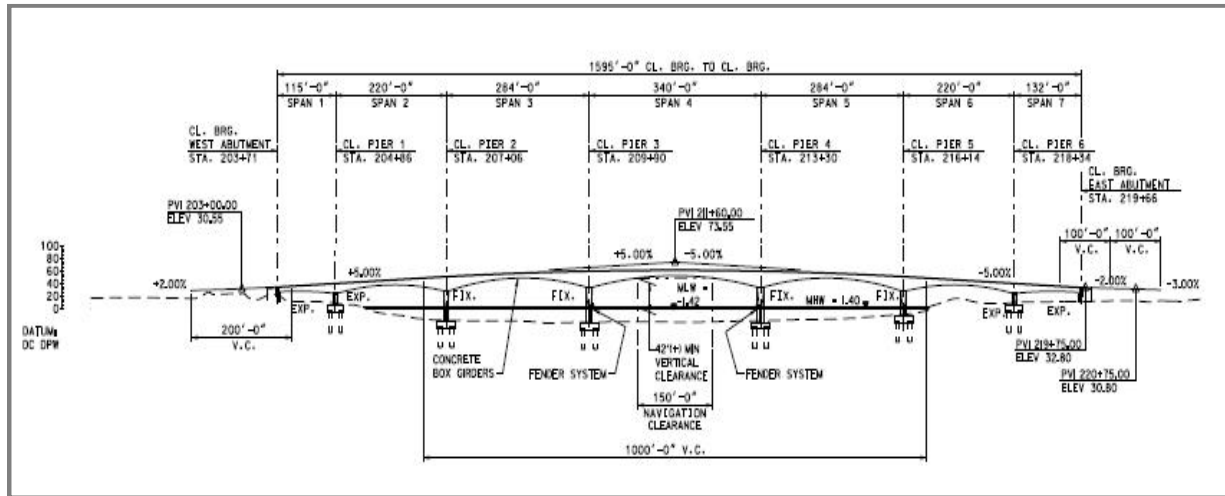
The Revised Preferred Alternative's new bridge would be located approximately 30 feet from the south side, or downstream, of the existing Frederick Douglass Memorial Bridge (see Figure 4). The new bridge would be a fixed span accommodating a minimum vertical clearance of 42 feet below the structure and a horizontal clearance of 150 feet. The architecture for the new bridge would be determined as part of the design-build process for the Project as described in Section 2.4.

Figure 4. Revised Alignment for the New Frederick Douglass Memorial Bridge (Revised Preferred Alternative)



The Revised Preferred Alternative is similar to the FEIS Preferred Alternative as the new bridge would support six travel lanes (three lanes in each direction), and bicycle/pedestrian paths. Bicycle and pedestrian paths are provided on both sides of the bridge. This includes an 8-foot pedestrian lane and a 10-foot bidirectional bicycle path, for a total width of 18 feet. Figure 5 illustrates the conceptual elevation for the Revised Preferred Alternative's new bridge.

Figure 5. Conceptual Elevation of New Frederick Douglass Memorial Bridge
(Revised Preferred Alternative)



Changes in Access

The Revised Preferred Alternative is similar to the FEIS Preferred Alternative in creating a west traffic oval that connects South Capitol Street, Potomac Avenue, O Street SW, R Street SW, and the new bridge. As shown in Figure 5, the traffic oval would be slightly reduced in size to 250 feet by 555 feet. On the west side of the bridge near the traffic oval, the design would allow staircases and Americans with Disabilities Act (ADA) ramps to connect with the riverfront on both the north and south sides of the bridge. The lane configuration within the traffic oval would have no fewer lanes as proposed in the FEIS Preferred Alternative.

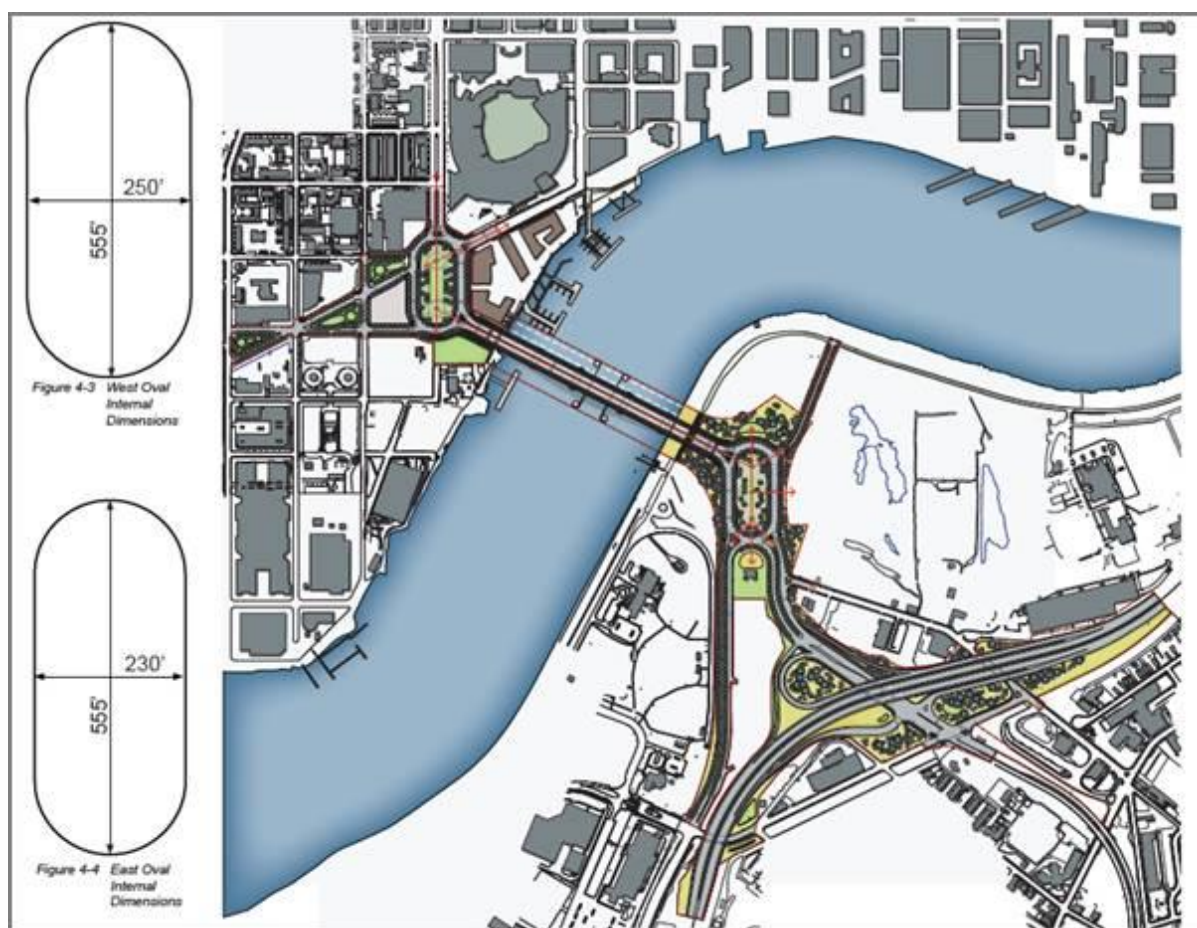
The realignment of the new bridge required the redesign of the FEIS Preferred Alternative's traffic circle on the east side of the Anacostia River. The Revised Preferred Alternative would include a traffic oval similar in size and scale to the traffic oval on the west side of the river (see Figure 6).

The design for the east traffic oval was closely coordinated with staff from the DC State Historic Preservation Office (DC SHPO), the U.S. Commission of Fine Arts (CFA), and the National Capital Planning Commission (NCPC), resulting in an aesthetic match of both the west and east traffic ovals. The east traffic oval would be located completely within DDOT right-of-way. It would still connect the new Frederick Douglass Memorial Bridge, the

realigned South Capitol Street and Suitland Parkway. It would include fewer lanes than the traffic circle proposed in the FEIS Preferred Alternative.

The design for the east traffic oval provides a simplified, direct connection to Anacostia Drive SE. The initial configuration of Howard Road would connect directly with Suitland Parkway. However, unlike the traffic circle proposed under the FEIS Preferred Alternative, the east traffic oval in the Revised Preferred Alternative would not directly connect with Howard Road in the near term. The connection would be constructed in the future as part of the development of Poplar Point.

Figure 6. Revised Configuration for West and East Traffic Ovals

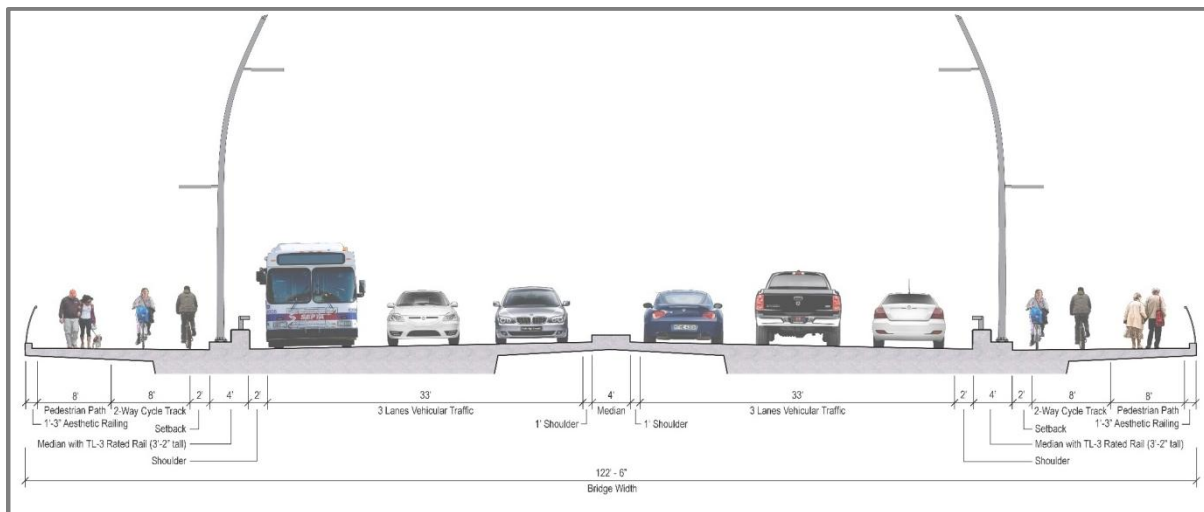


Source: Visual Quality Manual (2014)

Pedestrian and Bicycle Facilities

The pedestrian and bicycle facilities in the Revised Preferred Alternative are generally the same as the FEIS Preferred Alternative. The bicycle and pedestrian paths would be located on opposite sides of the Frederick Douglass Memorial Bridge, the same as proposed for the FEIS Preferred Alternative. However, as shown in Figure 7, each path would be approximately 18 feet wide, or two feet narrower than that proposed in the FEIS Preferred Alternative. Each path would provide separate travelways for cyclists and pedestrians. For cyclists, both paths would accommodate two-way traffic.

Figure 7. Revised Cross-Section



Streetscape

Streetscape elements in Segment 1 are similar to those in the FEIS Preferred Alternative. The east and west traffic ovals would be landscaped similarly as described in the FEIS Preferred Alternative. The interior of the east traffic oval would accommodate a future monument or memorial, either in the northern or southern half of the traffic oval. The specific design of sidewalks, including materials, would be determined during the design-build process. The *Visual Quality Manual* contains guidelines for streetscaping.

Figure 8 illustrates the conceptual landscaping plan for the east traffic oval. The DC Water and Sewer Authority (DC Water) Poplar Point Pump Station would be located beyond the east traffic oval, a change from the FEIS Preferred Alternative, in which the building was to be located within the east traffic circle.

Figure 8. Conceptual Landscaping Plan for the East Traffic Oval



Source: Visual Quality Manual (2014)

Comparison between the FEIS Preferred Alternative and the Revised Preferred Alternative

Compared with the FEIS Preferred Alternative, the Revised Preferred Alternative's proposed bridge alignment has many advantages, including:

- Eliminates right-of-way acquisition from the JBAB
- Contains a 1,600-foot overall length, approximately 50 feet shorter than the FEIS Preferred Alternative bridge over the Anacostia River (a longer span is more expensive)
- Eliminates the need to reconstruct the east end levee
- Reduces relocation distance of the USN fuel pier
- Decreases disturbance of contaminated soils on the west side of the river along the bridge approach
- Minimizes disturbance to the DC Water Poplar Point Pump Station as it is no longer located within the traffic circle (the new traffic oval is north of the Poplar Point Pump Station)
- Avoids realigning the helipad on the west side of the river
- Provides a more navigable channel for vessels (i.e., perpendicular to navigation channel), which means that shorter, less costly spans can be used
- Provides a smaller west traffic oval, but still maintains the same level of traffic operations
- Improves operations at the east traffic oval as it would reduce traffic queues and provide more space for linkages between the new bridge and the connecting roadways
- Provides a better transition for traffic accessing the Suitland Parkway/I-295 interchange because the traffic oval would be located further from the interchange compared with the traffic circle proposed under the FEIS Preferred Alternative
- Improves connectivity to the regional pedestrian and cycling network by providing new connections to the Anacostia Riverwalk Trail
- Avoids impacts to the existing fiber communications cable crossings beneath the Anacostia River

2.2.2 Segment 2

Segment 2 encompasses I-295 and the area between South Capitol Street SE and Firth Sterling Avenue SE, including Suitland Parkway.

FEIS Preferred Alternative

The existing interchange at I-295 and Suitland Parkway is a partial cloverleaf design. The FEIS Preferred Alternative would modify the interchange to an urban diamond design that would allow all movements between Suitland Parkway and I-295. The east cloverleaf ramps would be removed and replaced with diamond ramps. This alternative would provide a diamond ramp (Ramp B) to accommodate vehicle movements from southbound I-295 to eastbound Suitland Parkway. The interchange modification would require replacing the I-295 bridge over Suitland Parkway and widening the I-295 bridge over Howard Road SE. Suitland Parkway would be reconstructed from Firth Sterling Avenue SE to the proposed traffic circle. Firth Sterling Avenue would be reconstructed from south of Suitland Parkway to Howard Road SE.

Revised Preferred Alternative

Compared with the design changes in Segment 1, the design changes to Segment 2 under the Revised Preferred Alternative are relatively minor. As described below, the most notable changes are derived from new information regarding the condition of interstate highway bridge structures within the Project Area.

Structures

Following publication of the FEIS, the I-295 bridge over Firth Sterling Avenue SE was identified as needing to be widened to improve safety for vehicles traveling on the ramps to and from I-295 south of Suitland Parkway. Due to the complex geometric configuration of the existing bridge, together with its age, a revised alternative involving complete replacement with a single span bridge was developed. The bridge over Firth Sterling Avenue SE spans an inactive railroad right-of-way owned by CSX Transportation, Inc. (CSXT). Rather than extending over the CSXT right-of-way, the bridge would be replaced with earthen fill. Therefore, the new I-295 bridge over Firth Sterling Avenue SE would be shorter than the existing bridge.

Geometry

Suitland Parkway would be widened to accommodate three lanes in each direction as proposed in the FEIS Preferred Alternative. However, the roadway would be striped for two lanes in each direction, east of I-295 only. Loop ramps were realigned to minimize impacts to the DC Water Poplar Point Pump Station during deep tunnel shaft construction.

The Revised Preferred Alternative for Segment 2 is consistent with the current alignment of Suitland Parkway under I-295. Whereas the FEIS Preferred Alternative shifted the roadway slightly to the south under the I-295 bridge, the Revised Preferred Alternative maintains the alignment of Suitland Parkway. Compared with the FEIS Preferred Alternative, the Revised

Preferred Alternative shifts Ramp F to the west, from Suitland Parkway to northbound I-295.

Changes in Access

FHWA requested an extension of Ramp B, which accommodates vehicle movements from southbound I-295 to westbound Suitland Parkway. This would reduce the grade of Ramp B from 9 percent (substandard for an interstate highway ramp) to 6.5 percent. This change would require partial acquisitions of five properties, including two used by schools located along Howard Road SE. The FEIS Preferred Alternative included these acquisitions; however, the Revised Preferred Alternative requires less property from the schools. The Revised Preferred Alternative would not impact school buildings.

Pedestrian and Bicycle Facilities

The Revised Preferred Alternative is similar to the FEIS Preferred Alternative in providing sidewalks along Suitland Parkway. The sidewalks improve connections between the east traffic oval and local roads. A new pedestrian tunnel will be provided under Ramp B to eliminate the at-grade crossing.

Streetscape

The Revised Preferred Alternative, similar to the FEIS Preferred Alternative, focuses landscaping in the green space of the interchange of I-295 and Suitland Parkway. The plants would be native species and provide adequate sight distances for vehicles exiting the highway. The selected designer/contractor would determine the specific design for sidewalks, including materials. The *Visual Quality Manual* contains streetscaping guidelines (Figure 9). Where applicable, DDOE's Maximum Extent Practicable Process should be used in the streetscape design to incorporate best management practices for stormwater management.

Comparison between the FEIS Preferred Alternative and the Revised Preferred Alternative

Compared with the FEIS Preferred Alternative, the Revised Preferred Alternative has the following advantages in Segment 2:

- Provides a grade for Ramp B that complies with current design standards for an interstate ramp
- Lengthens acceleration and deceleration lanes on I-295
- Avoids impact to the DC Water Poplar Point Pump Station
- Addresses poor conditions of I-295 bridge structures
- Eliminates at-grade pedestrian crossing of Ramp B with pedestrian/bike grade separation

Figure 9. Conceptual Landscaping Plan at Interchange of I-295 and Suitland Parkway



2.2.3 Segment 3

Segment 3 includes Suitland Parkway from Firth Sterling Avenue SE east to just south of Stanton Road SE (Figure 10).

Figure 10. Existing Suitland Parkway Intersection at Firth Sterling Avenue SE



FEIS Preferred Alternative

The Revised Preferred Alternative would reconstruct Suitland Parkway from Firth Sterling Avenue SE to just south of Stanton Road SE. This would include removing ramps connecting with Stanton Road SE and Sheridan Road SE. In addition, an interchange would be created at the Martin Luther King, Jr. Avenue SE overpass by providing center ramps connecting with the median area of Suitland Parkway.

Revised Preferred Alternative

The revisions to the Revised Preferred Alternative in Segment 3 focus on improving access to Martin Luther King, Jr. Avenue SE, safety on Suitland Parkway, and preserving the existing bridge, a contributing resource to Suitland Parkway. Suitland Parkway is a historic property listed in the National Register of Historic Places (NRHP).

Changes in Access

The Revised Preferred Alternative would convert the overpass at Martin Luther King, Jr. Avenue SE to an urban diamond interchange, instead of an interchange with center ramps. The new ramps on both sides of Suitland Parkway would accommodate all vehicle movements between Suitland Parkway and Martin Luther King, Jr. Avenue SE. The

elimination of the center ramp would avoid altering the Martin Luther King, Jr. Avenue SE Bridge over Suitland Parkway. The bridge is a contributing resource to Suitland Parkway, which is a historic property listed in the NRHP. In contrast to the FEIS Preferred Alternative, the Revised Preferred Alternative would not impact or require reconstruction of Sheridan Road at Martin Luther King, Jr. Avenue SE and Howard Road.

Pedestrian and Bicyclist Amenities

A sidewalk/bicycle path would be provided or upgraded along the north side of the reconstructed Suitland Parkway.

2.3 Comparison between FEIS Preferred Alternative and Revised Preferred Alternative

Compared with the FEIS Preferred Alternative, the Revised Preferred Alternative has the following advantages in Segment 3:

- Maintains the integrity and aesthetics of the Martin Luther King, Jr. Avenue SE Bridge, a contributing resource to Suitland Parkway, a historic property listed in the NRHP [minimizes adverse effects under Section 106 and Section 4(f)]
- Improves traffic operations and pedestrian/bicycle amenities
- Improves traffic movements on Suitland Parkway between Firth Sterling Avenue SE and Martin Luther King, Jr. Avenue SE
- Eliminates left-side entrances and exits on Suitland Parkway, which is especially problematic on the east side of the Firth Sterling Avenue SE intersection with the FEIS Preferred Alternative
- Eliminates sight distance obstructions in the median of Suitland Parkway associated with the FEIS Preferred Alternative
- Eliminates the conflict between the abutment of the new Martin Luther King, Jr. Bridge (in the FEIS Preferred Alternative) and the existing underground MWATA Metrorail tunnel
- Requires less right-of-way acquisition

2.3.1 Segment 4

Segment 4 includes South Capitol Street from N Street to D Street (Figure 11).

Figure 11. Existing South Capitol Street Intersection at I Street



FEIS Preferred Alternative

The FEIS Preferred Alternative would convert the South Capitol Street and M Street interchange to an at-grade intersection with left-turn bays. It would reconstruct M Street SW between Half Street SE and Half Street SW. South Capitol Street, from M Street to I Street, would be converted to a grand urban boulevard, with wider sidewalks and modified intersections at L and K Streets to allow cross-street vehicle movements. The ramp carrying northbound South Capitol Street traffic to westbound I-695, located just north of the Eye Street intersection, would be removed and replaced with an urban interchange ramp from South Capitol Street that would be located underneath I-695. The segment of South Capitol Street north of Eye Street would be reconstructed due to the elimination of the northbound ramp.

Revised Preferred Alternative

Geometry

The Revised Preferred Alternative is similar to the FEIS Preferred Alternative by creating a grand urban boulevard along South Capitol Street with at-grade intersections. The Revised

Preferred Alternative would provide left turn access along South Capitol Street at three additional locations, compared with the FEIS Preferred Alternative. The locations are: southbound South Capitol Street to Eye Street SE, southbound South Capitol Street to L Street SE, and northbound South Capitol Street to Eye Street SW. These changes would provide greater connectivity and reduce queues at the intersection of South Capitol Street and M Street.

South Capitol Street would have a wider landscaped median between the west traffic oval and the Southeast-Southwest Freeway to emphasize its character as a grand urban boulevard. The Revised Preferred Alternative extends north of the Southeast-Southwest Freeway to D Street, continuing the character of the grand urban boulevard further along South Capitol Street.

Changes in Access

I-695 begins at 4th Street SW where I-395 turns to the north towards the 3rd Street/I-395 North Tunnel. Ramps from South Capitol Street connect to northbound I-395 and westbound I-695/westbound I-395. Three of the ramps to and from I-695 and I-395 would be reconfigured to improve safety and operations. Proposed activities include:

- Modifying Ramp H and I-695 southbound using pavement restriping to improve safety at the Ramp G merge area by providing two lanes to exit with minimal cost and impacts
- Providing a new access point from southbound South Capitol Street to Ramp G/GD (towards I-395 North Tunnel and westbound I-695/southbound I-395)
- Reconfiguring the existing Ramp E and Ramp EF and the South Capitol Street and Eye Street intersection to an urban interchange ramp

These activities would improve aesthetic and visual quality, safety, and traffic operations. The reconfigured ramps would match the FEIS Preferred Alternative for northbound South Capitol Street to westbound freeway vehicle movements. The reconfigured ramps would require a signalized intersection with South Capitol Street, which eliminates the need for the existing pedestrian tunnel.

Pedestrian Amenities

The Revised Preferred Alternative is similar to the FEIS Preferred Alternative in improving sidewalks. However, the Revised Preferred Alternative contains wider landscaped areas that would increase the separation of pedestrian and bicycle traffic from vehicle traffic, compared with the FEIS Preferred Alternative. The Revised Preferred Alternative also widens the pedestrian refuge area to reduce pedestrian crossing distances across roadways.

Streetscape

The proposed streetscape for Segment 4 would be the same as the FEIS Preferred Alternative. Streetscape improvements would reflect the guidelines in the *Visual Quality Manual*.

2.4 Comparison between FEIS Preferred Alternative and Revised Preferred Alternative

Compared with the FEIS Preferred Alternative, the Revised Preferred Alternative has the following advantages in Segment 4:

- Maintains a straight roadway centerline and straight curbs and gutters, which reinforce the southern axis radiating from Capitol Hill
- Preserves the South Capitol Street viewshed to promote views of the Capitol Building, which is the most important aspect of the travel experience along the grand urban boulevard
- Implements a wider landscaped median along South Capitol Street between the west traffic oval and Southeast-Southwest Freeway, which would emphasize the character of the grand urban boulevard
- Widens pedestrian refuge areas and shortens pedestrian crossing distances, which will improve the safety of pedestrians and cyclists
- Includes a wider, continuous landscaped area, creating a larger buffer between the roadway and the sidewalk, and improves pedestrian and bicycle safety
- Provides left turn access along South Capitol Street at three additional locations: southbound to Eye Street SE, southbound to L Street SE, and northbound to Eye Street SW which allows greater connectivity and reduces traffic queues at the intersection of South Capitol Street and M Street
- Revises Ramp H and I-695 southbound (pavement restriping without widening), and improves traffic operations and safety at the Ramp G merge area, with minimal cost and impacts
- Provides new access point from southbound South Capitol Street to Ramp G/GD (towards I-395 North Tunnel and westbound I-695/southbound I-395)
- Reconfigures existing Ramp E and Ramp EF and the South Capitol Street/Eye Street intersection, improving aesthetic and visual quality, safety, and traffic operations
- Provides more green space and less right-of-way acquisition
- Implements sustainable stormwater management by reducing the total impervious surface and incorporating streetscape bioretention systems
- Creates a longer, more contiguous, grand urban boulevard along South Capitol Street by extending the project limits from Southeast-Southwest Freeway to D Street

2.4.1 Segment 5

Segment 5 encompasses the areas north of I-695 to Independence Avenue, including New Jersey Avenue SE between M Street SE and Independence Avenue SE (Figure 12).

Figure 12. New Jersey Avenue SE Looking North at E Street, SE



FEIS Preferred Alternative

An improved streetscape, including pedestrian amenities, would enhance South Capitol Street from I-695 to Independence Avenue and New Jersey Avenue SE between M Street SE and Independence Avenue SE. The full 160-foot right-of-way would be restored between M Street SE and I-695.

Revised Preferred Alternative

Geometry

The Revised Preferred Alternative remains essentially the same as the FEIS Preferred Alternative for Segment 5. The only change reduces the limits from Independence Avenue SE to south of the U.S. Capitol complex to D Street SE.

Streetscape

The streetscape for Segment 5 is the same as the FEIS Preferred Alternative. Streetscape improvements will reflect the guidelines in the *Visual Quality Manual*.

2.5 Comparison between FEIS Preferred Alternative and Revised Preferred Alternative

Compared with the FEIS Preferred Alternative, the Revised Preferred Alternative reduces the project limits from Independence Avenue SE, to south of the U.S. Capitol Complex, to D Street SE.

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section 106 legal and regulatory context

The Project is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires that the lead Federal agency consider the effects of its actions on historic properties, which are properties listed in or determined eligible for listing in the NRHP, and provide the Federal Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

Per Section 106 requirements, the lead Federal agency, in consultation with the State Historic Preservation Officer (SHPO), develops the Area of Potential Effects (APE), identifies historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE. Section 106 regulations require that the lead Federal agency consult with the SHPO and identified parties with an interest in historic resources during planning and development of the proposed project.

The ACHP may participate in the consultation or may leave such involvement to the SHPO and other consulting parties. The ACHP and the SHPO are provided an opportunity to comment on a proposed project, which is called an undertaking in Section 106. Both terms are used in this document. The ACHP, SHPO, and consulting parties can also comment on project effects on historic properties. The ACHP is participating in Project consultation.

The lead Federal agency, SHPO, consulting parties, and the ACHP, if participating, develop a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to avoid, minimize, or mitigate adverse effects, as applicable. Stipulations in a MOA or a PA must be implemented.

If a National Historic Landmark (NHL) is located within the APE and would be adversely affected by the project, the Federal agency must also comply with Section 110(f) of the NHPA. Section 110(f) requires that the agency undertake, to the maximum extent possible, planning and actions to minimize harm to any adversely affected NHL and afford the ACHP an opportunity to comment. Per 36 CFR 800.10(c), the agency must notify the Secretary of the Interior of any consultation regarding an NHL and invite the Secretary and the ACHP to participate in consultation where an adverse effect to an NHL may occur. For the South Capitol Street Project, there would be no adverse effects from the Revised Preferred Alternative to identified NHL properties in the revised APE.

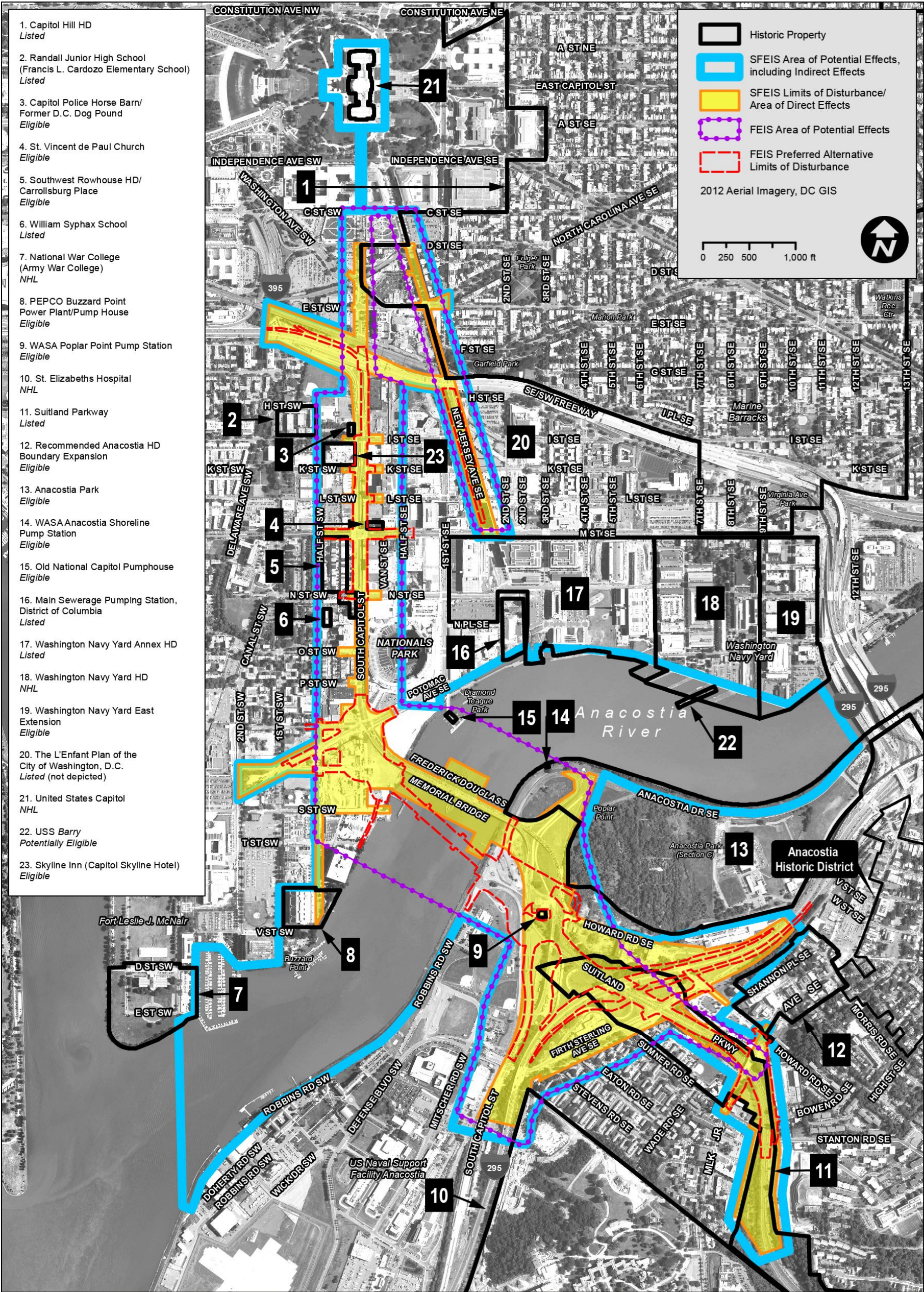
Section 106 work on the South Capitol Street Project was executed by staff that meets the Secretary of the Interior's Professional Qualification Standards in history, archaeology, and architectural history.

3.1 Area of Potential Effects

The APE is defined in Section 106 of the NHPA as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The PE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The original South Capitol Street Project's APE was delineated during the FEIS stage of work. As part of the current work for the SFEIS, which introduced a Revised Preferred Alternative, a revised APE was delineated to consider changes to the Project. The DC SHPO requested that the prior APE in its entirety be perpetuated to acknowledge Project continuity and the agencies agreed that the approach used to delineate the prior APE would be applied to the current phase of work. When the revised APE was presented to the SHPO and consulting parties during a Section 106 consulting parties meeting on December 19, 2013, members of the group requested that the APE be enlarged to consider views to the proposed new bridge. Although the Frederick Douglass Memorial Bridge is not eligible for listing in the NRHP; is not a historic property; and viewsheds to it are not character-defining features of surrounding historic properties and therefore it would not be considered a significant feature in views and vistas, FHWA and DDOT agreed to enlarge the revised APE to include the potentially altered viewsheds from the identified historic properties toward the new bridge. The DC SHPO concurred with this APE on April 8, 2014. However, during a consulting parties meeting on July 10, 2014, the consulting parties again asked that the APE be amended to include the United States Capitol because of potential changes to the view from the building. FHWA and DDOT agreed to enlarge the revised APE a second time to include the United States Capitol. The revised APE and twenty-three identified built historic properties are depicted in Figure 13.

Figure 13. South Capitol Street Project: Area of Potential Effects



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3.2 Identification of Historic Properties

To comply with Section 106, the lead Federal agency is responsible for identifying historic properties, which are defined as properties that are listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to evaluate a property's historic significance. According to the NRHP Bulletin entitled *How to Apply the National Register Criteria for Evaluation*, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that meet one or more of the following criteria:

- Criterion A: Are associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: Are associated with the lives of persons significant in our past; or
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: Have yielded, or may be likely to yield, information important in prehistory or history.

Built resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources. If a property is determined to possess historic significance, its integrity is evaluated using the following seven Aspects of Integrity to determine if it conveys historic significance: location; design; setting; materials; workmanship; feeling; and association. If a property is determined to possess historic significance under one or more Criteria and retains integrity to convey its significance, the property is deemed eligible for the NRHP during Section 106 review.

3.2.1 Identified Historic Properties

Historic properties within the revised APE are listed in Figure 14.

Figure 14. Historic Properties within the Revised APE

Historic Property Name	Designation Status
Capitol Hill Historic District	Listed
Randall Junior High School (Francis L. Cardozo Elementary School)	Listed
Capitol Police Horse Barn/Former D.C. Dog Pound	Eligible
St. Vincent de Paul Church	Eligible
Southwest Rowhouse Historic District/Carrollsbury Place	Eligible
William Syphax School	Listed
National War College (Army War College)	National Historic Landmark
PEPCO Buzzard Point Power Plant/Pump House	Eligible
WASA Poplar Point Pump Station	Eligible
St. Elizabeths Hospital	National Historic Landmark
Suitland Parkway	Listed
Recommended Anacostia Historic District Boundary Expansion	Eligible
Anacostia Park	Eligible
WASA Anacostia Shoreline Pump Station	Eligible
Old National Capitol Pumphouse	Eligible
Main Sewerage Pumping Station, District of Columbia	Listed
Washington Navy Yard Annex Historic District	Listed
Washington Navy Yard Historic District	National Historic Landmark
Washington Navy Yard East Extension	Eligible
The L'Enfant Plan of the City Washington, D.C.	Listed
United States Capitol	NHL
USS <i>Barry</i> (<i>DS Barry</i> ; note that the historic name is being used for the Section 106 assessment)	Potentially Eligible (The Navy and the DC SHPO are currently resolving eligibility; ship is being treated as eligible for Project purposes only.)
Skyline Inn	Eligible
51SE012	Eligible
51SE024	Eligible
51SE034 (Howard Road Historic District)	Eligible
51SE071	Eligible

Generally, the area within the South Capitol Street Project's APE is well-surveyed and documented. Within the APE, there are twenty-three built historic properties that are eligible for or listed in the NRHP, or are designated as National Historic Landmarks (see Figure 13). There are four previously identified archaeological sites that are within the APE (Sites 51SW1, 51SE11, 51SE12, 51SE24, and the Howard Road Historic District). However, only one of these was located in an area where Project-related soil disturbance was anticipated during the FEIS. DCSHPO files show that Site 51SE24 is located behind the existing Howard Road Academy; however, the records do not indicate the horizontal extent of the site. As this site is located in the vicinity of the APE for the improvements to Suitland Parkway, additional Phase I(b) investigation of this area was conducted. This investigation failed to identify any intact portions of the site and recommended no further investigations. Therefore, because the portion of the site that was within the LOD could not be identified,

the site was not considered to be a historic property within the APE. These properties, both built and archaeological, were identified by reviewing files at the NRHP and DC SHPO office, as well as reports completed for other prior projects executed within the APE. These historic properties are described in the summary matrix in Appendix B and are also included on the APE map, Figure 13.

3.2.2 Determination of Eligibility for the Skyline Inn

One property, the Skyline Inn (Capitol Skyline Hotel), which was built in 1963, was previously evaluated as part of earlier Project efforts. In 2005, when the Skyline Inn was evaluated it was less than fifty years of age and was determined to be not eligible after applying NRHP guidelines for recently built resources. However, since completion of the FEIS, the Skyline Inn has reached fifty years of age and has been reassessed, applying the standard NRHP Criteria, as part of the current Section 106 investigations for the Project. An initial assessment indicated that the Skyline Inn was not eligible for listing in the NRHP; it is a typical modern-era building, and is not an example of architect Morris Lapidus' exuberant design work as epitomized in his Miami Beach hotels. However, comments received from the DC SHPO on September 18, 2014, requested that the form be revised and resubmitted, "assuming it is determined eligible as we suspect it should be." A revised assessment of the building, focusing on Lapidus' more restrained work within Washington, DC, was completed and the assessment revised. Although the building does not epitomize Lapidus' more imaginative design work, the Skyline Inn Determination of Eligibility form was revised according to the preferred finding of the DC SHPO. A DC State Historic Preservation Office Determination of Eligibility Form for the Skyline Inn that contains a detailed description, historic context, and revised significance assessment is included as Appendix B of this report.

3.3 Assessment of Effects

3.3.1 Criteria of Adverse Effects

All historic properties within the APE must be assessed for effects from the undertaking. Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5 "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably

foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 800) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's setting that contribute to its historic significance;
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian Organization; and
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Effects to historic properties' character-defining features and integrity are important when assessing impacts. Retention of relevant aspects of integrity is critical to a property's significance under the NRHP Criteria for Evaluation. The NRHP Bulletin *How to Apply the National Register Criteria for Evaluation* identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions

and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.

- Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its surroundings. In some cases, setting is not a character-defining feature of a property, especially if the property is surrounded by new construction, altered properties, or those that are not eligible for listing in the NRHP. This is particularly important for districts and for properties in urban or changing environments.

- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or

innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.
- Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

According to guidance found in the NRHP Bulletin *How to Apply the National Register Criteria for Evaluation*, different aspects of integrity may be more or less relevant dependent on why a specific historic property was listed in or determined eligible for listing in the NRHP. For example, a property that is significant for its historic association (Criteria A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under Criteria A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of features that illustrate its type and/or style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its type or style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important for those properties whose design is a reflection of their immediate environment (such as designed landscapes).

For a historic district to retain integrity, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

In some cases, select aspects of integrity are currently and substantially compromised by prior undertakings not related to the current project. These changes may have been made prior to determinations of eligibility or since these determinations were made.

3.3.2 Assessment of Effects Approach

Prior documentation for historic properties was reviewed to determine under which NRHP Criteria for Evaluation a property was deemed eligible for the NRHP, which historic characteristics and features of a property qualified it for eligibility, and which areas of integrity were most relevant to the eligibility determination and to what degree the property retains them. This information provides insight when applying the criteria for adverse effects and making accurate effects determinations.

Generally, factors considered in effects assessments include proximity of project components, the significance of viewsheds as indicated in prior documentation. Other causes of adverse effects include cumulative effects.

The ability to view a project's components, including construction-related work, from a historic property does not necessarily constitute an adverse effect, but alterations to significant viewsheds can have an effect on a historic property that would need to be assessed. During the Project's assessment of effects, information available for each historic property was reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, was historically significant and contributed to the property's eligibility. Using the same information, a determination was made regarding which aspects of integrity were most critical to a historic property's NRHP eligibility.

Updated noise studies for the SFEIS and prior vibration studies for the FEIS that are still accurate for the SFEIS indicate that there are no potential impacts to historic properties during construction or after normal bridge and road use resume after construction. A discussion of these findings is in the SFEIS, as well as in the technical reports, which are appendices to the SFEIS.

To determine if any historic properties within the Project's APE would be affected by the South Capitol Street Project, architectural historians reviewed documentation completed for NRHP-listed and NRHP-eligible properties within the revised APE. Cultural resources professionals also reviewed plans and conducted additional field visits to each historic property. Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in the NRHP Bulletin *How to Apply the National Register for Criteria for Evaluation*, each historic property was evaluated to determine if implementation of the South Capitol Street Project would alter any historically significant characteristics or features of each historic property by diminishing relevant aspects of that property's historic integrity. Indirect and cumulative effects to historic properties have also been considered. The following findings were used to assess Project effects to historic properties:

- *No Effect:* Per 36 CFR 800.4(d)(1), an undertaking may have no effect to historic properties present in the APE, and a finding of “No Effect” may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties. This rationale has been used to assess effects to historic properties within the APE for the South Capitol Street Project. In cases where minimal roadway improvements within right-of-way may occur within a historic property boundary and no contributing resources are impacted, a no effect determination may also be appropriate.
- *No Adverse Effect:* Per 36 CFR 800.5(b), an undertaking may be determined to have “No Adverse Effect” to historic properties if the undertaking’s effects do not meet the criteria of adverse effect as described above. If Project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is “No Adverse Effect.”
- *Adverse Effect:* An adverse effect is determined if the undertaking would alter a characteristic that qualifies that contributing resource for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

3.3.3 *Avoidance Alternatives and Planning To Minimize Effects*

Per 36 CFR 800.6, a finding of adverse effect to historic properties requires that efforts to resolve such effects by developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects must be undertaken.

Throughout the course of Project planning, significant efforts have been made to avoid and/or minimize adverse effects to historic properties. As a result of Project planning completed as part of prior Project efforts and also the Revised Preferred Alternative development assessed here, many potential adverse effects have been avoided and minimized.

Effects to the setting of the DC Water WASA Poplar Point Pump Station have been minimized. Previously, the station would have been located at the center of the eastern traffic oval. Now, the oval is to the north of its historic property boundary.

The western traffic oval is smaller in size than the oval presented in the FEIS. Therefore, the impacts to the L’Enfant Plan of the City of Washington, DC are minimized, although Project work continues to have an adverse effect to the plan.

Most notably, during the FEIS phase of the Project, an adverse effect to Suitland Parkway was identified due to the substantial alteration of a contributing historic bridge; that alteration is no longer planned as part of the Revised Preferred Alternative because the single-point urban interchange configuration has been changed to a modified diamond shape, leaving the bridge intact. Therefore, there is no adverse effect to Suitland Parkway.

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assessment of effects for built historic properties

4.1 Built Historic Properties

Four National Historic Landmarks; seventeen historic properties listed in or determined eligible for the NRHP; and one potentially eligible historic property have been identified within the Project's revised APE. Project effects to all historic properties were assessed and are documented in this report. Comments on preliminary effects assessments received from the DC SHPO, ACHP, and consulting parties at a Section 106 meeting on July 10, 2014, were considered and incorporated as part of these assessments.

FHWA assessed Project effects to the integrity and character-defining features of each historic property. Fieldwork was completed between September 2013 and July 2014 and photographs were taken during that time. Only effects from the Revised Preferred Alternative are assessed in this report. Properties that were included in the previous APE presented in the FEIS have been reassessed for effects from the Revised Preferred Alternative. As part of Section 106 compliance, this report is being submitted to the DC SHPO for concurrence and to the consulting parties for review and comments.

The location of each built historic property in the APE and its corresponding effects assessment is shown on Figure 73.

1. Capitol Hill Historic District

Multiple addresses and roadway boundaries. See Figure 15 for the portion of the historic district that is within the Project's APE.

Historic Property Summary

The Capitol Hill Historic District is a historically and architecturally significant residential and commercial historic district that also contains important public, religious, and military buildings, as well as parks. The historic district, which is the oldest and largest residential community within Washington, DC, contains two and three-story rowhouses that display a variety of architectural styles, including Federal, Greek Revival, Italianate, Queen Anne, Romanesque Revival, and vernacular interpretations and blends of these styles. The Capitol Hill Historic District, which was listed in the NRHP in 1976 with a boundary increase approved in 2003, is listed in the NRHP under Criterion A for its connection to the early history of Washington, DC, and under Criterion C for the historic district's well-preserved collection of architecture.

Assessment of Effects

The Project's components would occur within the Capitol Hill Historic District, primarily along New Jersey Avenue SE and South Capitol Street, within the westernmost portion of the district. No potential noise or vibration impacts have been identified. In comments received in September 2014, the Capitol Hill Restoration Society stated concerns about vibration effects to historic properties and contributing buildings within the Capitol Hill Historic District from proposed haul routes, heavy equipment use, and sidewalk demolition. At this time no haul routes have been established and the types of equipment and methods of demolition have not been determined. Generally, project details such as this are determined at a later phase, when the selected contractor can contribute input regarding best construction practices and provide information on preferred haul routes. The Project's MOA will include provisions for unanticipated effects, including vibration impacts, to historic properties.

No physical impacts to contributing resources within the Capitol Hill Historic District would occur. Though Project activity would occur within the historic district's NRHP boundary, these activities include improvements to existing streetscape components that are primarily pedestrian upgrades, and would occur within the existing right-of-way. None of the proposed improvements to ramps are within the historic district boundaries and would not be visible from the historic district. No effect to the Capitol Hill Historic District's integrity of location, design, materials, and workmanship would occur.

The Project components would have no adverse effect to the Capitol Hill Historic District's integrity of setting; existing roadways in the urban setting will not be substantially altered. Proposed Project activity within the historic district is minimal and would occur within right-of-way to enhance the streetscape and improve pedestrian safety on New Jersey Avenue SE and South Capitol Street. Additionally, upgrading the existing streetscape would not impact historically significant views to or from the historic district's contributing resources. Because no adverse effects to the Capitol Hill Historic District's integrity of setting have been

identified and all work will occur within right-of-way and will not affect any contributing resources, the Project will have no adverse effect to the historic district's integrity of setting.

Project activity would not alter the historic district's feeling as a significant eighteenth and nineteenth-century residential and commercial historic district or its association with the early development of Washington, DC; the district would continue to convey both its historic and architectural significance. The district is large, and work would only occur in a comparatively small area that includes only the existing right-of-way, with the majority of the historic district unaffected by proposed Project work. Therefore, no adverse effect to the historic district's integrity of feeling or association would occur.

Based on this evaluation, the Project would have no adverse effect to the Capitol Hill Historic District.

Figure 15. Project activity in the vicinity of the Capitol Hill Historic District

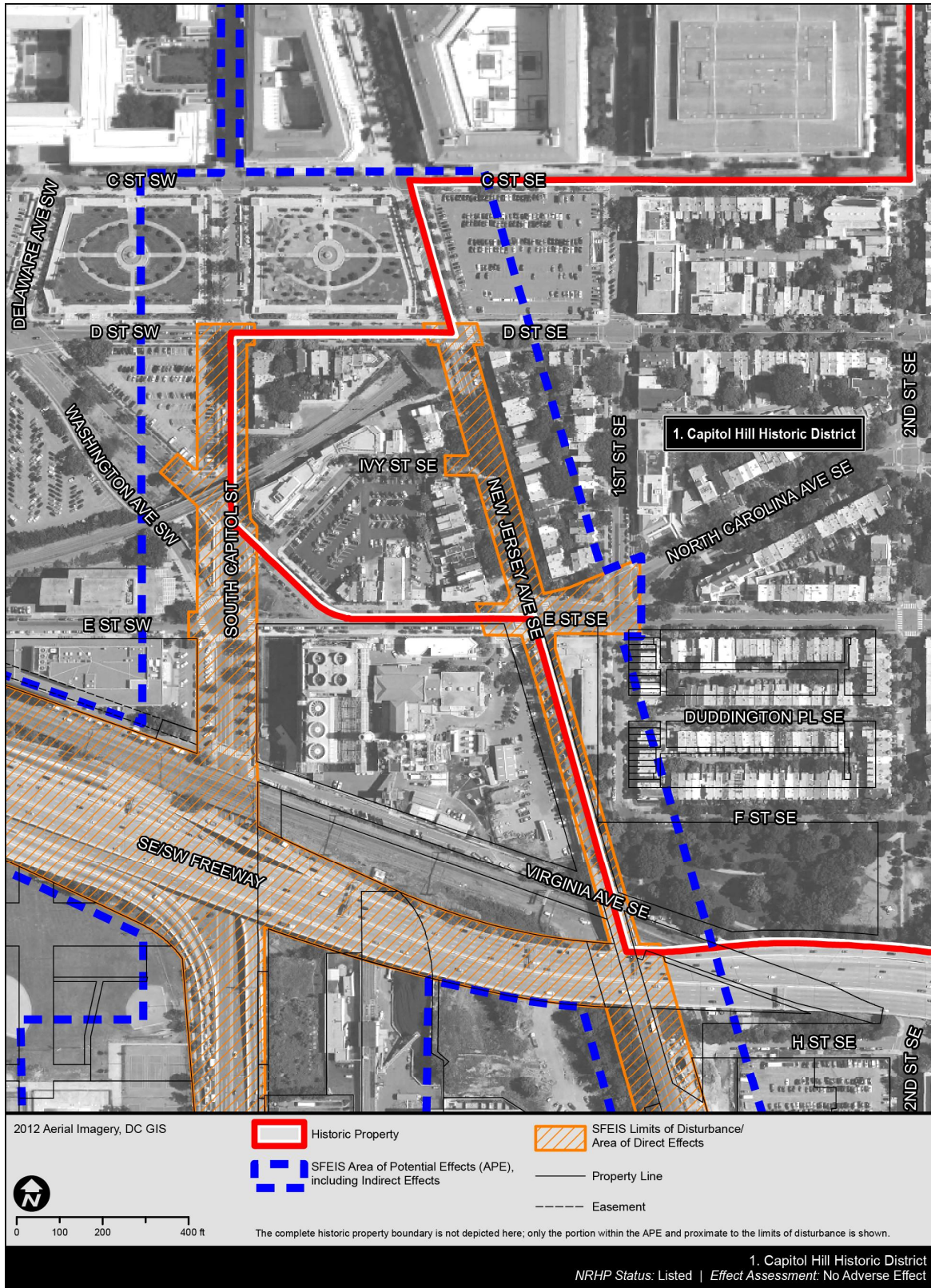




Figure 16. View to the south from the Capitol Hill Historic District on New Jersey Avenue SE

2. Randall Junior High School (Francis L. Cardozo Elementary School)

61 I Street SW

Historic Property Summary

The two-story main block of the Randall Junior High School, constructed in 1906, originally served the African American community in southwest Washington, DC, as the Francis L. Cardozo Elementary School. The prominent architectural firm Marsh & Peter designed the seven-bay-wide Georgian Revival-style school, accessed by a Colonial Revival-style entrance. This main block building, which presently serves as the central portion of the school complex, has received several additions since 1906.

The NRHP boundary of this property includes the 1906 main block building and all subsequent additions, and is bounded by H Street SW to the north, 1st Street SW to the east, I Street SW to the south, and Half Street SW to the west. In 1912, Marsh & Peter constructed a free-standing building in a similar style west of the main building on the site. In 1924, the newly established Randall Junior High School student body switched locations with the Francis L. Cardozo Elementary School to accommodate a growing student population. When the school continued to experience growth, Municipal Architect Albert L. Harris designed two Colonial Revival-style wings to be attached to the main building. Constructed in 1927, the east wing houses the school's auditorium and the west wing abuts the freestanding building and the main building. Between 1932 and 1973, subsequent additions were carried out, but they do not contribute to the historical or architectural significance of the property. The school survived Washington, DC's urban renewal program efforts, carried out in the 1950s, and continued to serve as a defining and dominant force in the community.

The Randall Junior High School is listed in the NRHP under Criterion A for its connection to the educational history of the African American community in southwest Washington, DC, and as one of the few pre-urban renewal structures in the community. The school is also listed under Criterion C as a Georgian Revival-style school building with Colonial Revival-style additions and as an excellent example of the school building style adopted by Washington, DC.

Assessment of Effects

In the vicinity of the Randall Junior High School, South Capitol Street Project components would primarily be at-grade improvements to South Capitol Street. These improvements include the addition of left-turn bays along South Capitol Street's northbound and southbound lands to the South Capitol Street and I Street intersection. Additionally, South Capitol Street would be converted into a grand urban boulevard with a wide planted median, wider sidewalks, and continuous planter beds between the roadway and the sidewalks. Approximately 300 feet spans between the Project's LOD at I Street SW and the property's east NRHP boundary. No potential noise or vibration impacts to the property have been identified during Project studies.

No physical impacts to the Randall Junior High School would occur as a result of South Capitol Street Project activity. No Project components would occur within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Randall Junior High School no longer retains integrity of setting. Urban renewal efforts in the 1950s, along with the construction of the Southeast-Southwest Freeway during the 1960s, significantly altered the property's historic setting. Additionally, the property is oriented to the south and the South Capitol Street Project activity in the vicinity of the school would occur east of the property. Project activity may be minimally visible from the property's east elevation, but this activity would be considerably screened by the presence of mature trees and buildings. Therefore, proposed Project activity would have no effect to the Randall Junior High School's already compromised setting. No character-defining features would be affected and no historically significant views to or from the property would be obscured. Because no historically significant views would be obscured, no visual effects to the property were identified. Therefore, Project implementation would have no effect to the integrity of the Randall Junior High School's setting.

Proposed Project activity would have no effect to the Randall Junior High School's feeling as an early-twentieth century Georgian Revival-style school building with Colonial Revival additions, or its association with the those styles or as a public school that served the African American community in southwest Washington, DC.

Based on this evaluation, the South Capitol Street Project would have no effect to the Randall Junior High School.

Figure 17. Project activity in the vicinity of the Randall Junior High School
(Francis L. Cardozo Elementary School)

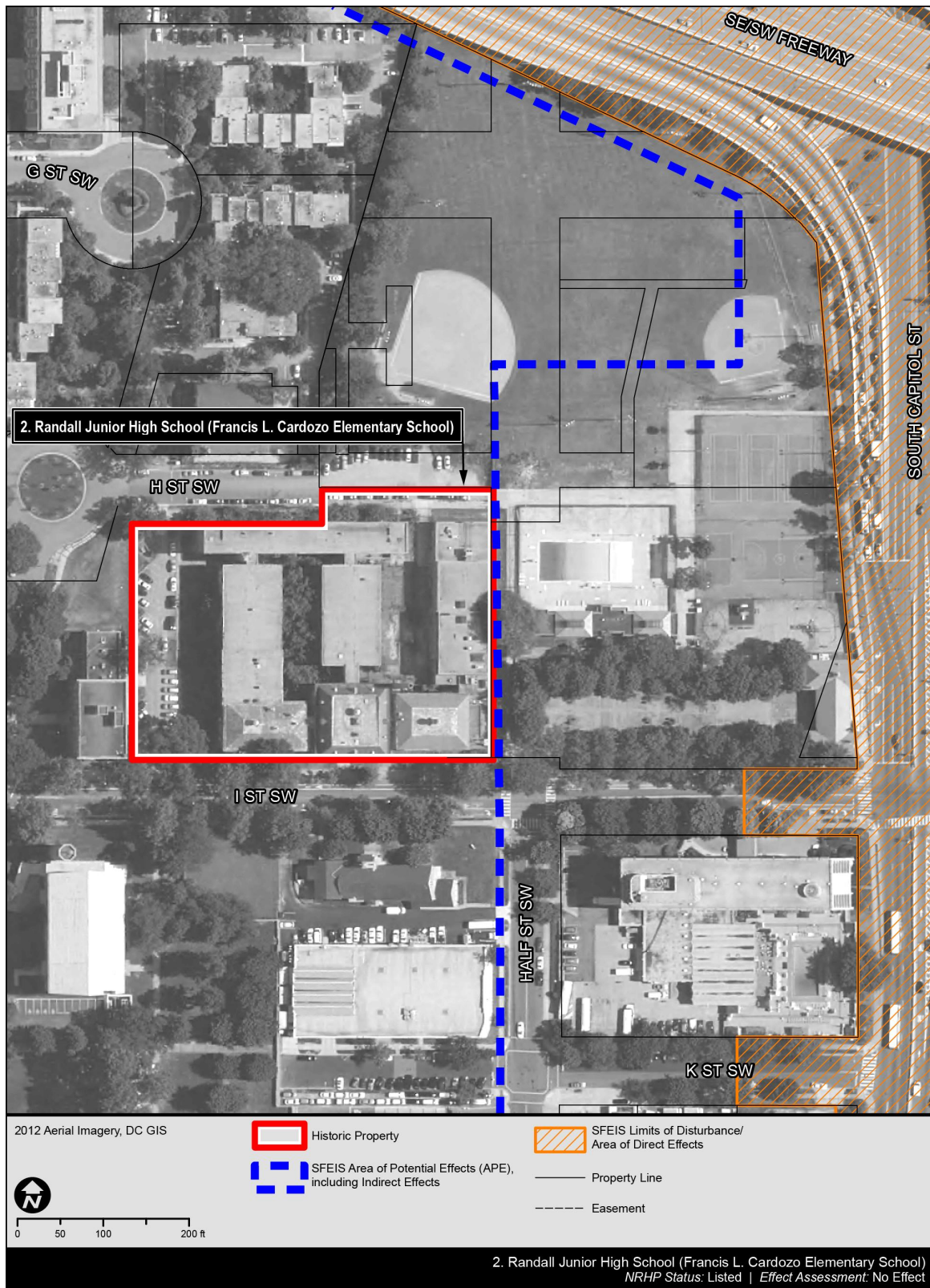




Figure 18. View southeast toward the vicinity of South Capitol Street from the Randall Junior High School, at I Street SW and Half Street SW

3. Capitol Police Horse Barn/Former D.C. Dog Pound

Intersection of I Street SW and South Capitol Street

Historic Property Summary

The Capitol Police Horse Barn/Former D.C. Dog Pound is a one-story brick building, built circa 1920. The property originally operated as a horse barn for the Capitol Police and later, according to a 1943 map, operated as the D.C. Dog Pound. The building's floor plan is I-shaped and it features very little ornamentation. A wide entry, now filled, and five stall openings located along the building's west elevation are indicators of the horse barn's utilitarian use. The property survived 1950's urban renewal program efforts that dramatically changed the appearance of Southwest Washington, DC, due to the demolition of historic buildings. The property is eligible for listing in the NRHP under Criterion A for its connection to pre-urban renewal southwest Washington, DC, and the Capitol Police, and also under Criterion C as a brick building whose function dictated its design.

Assessment of Effects

South Capitol Street Project activity near the Capitol Police Horse Barn/Former D.C. Dog Pound would primarily occur at the South Capitol Street and I Street intersection. Improvements to this intersection include the addition of at-grade left turn bays along South Capitol Street's northbound and southbound lanes. South Capitol Street would also be converted into a grand urban boulevard. At-grade activities include the addition of a wide planted median, wider sidewalks, and continuous planter beds between the roadway and sidewalks. Also in the property's vicinity, the ramp located north of the South Capitol Street and I Street intersection, which carries northbound South Capitol Street traffic to westbound I-695, would be converted into an urban interchange ramp. As shown on Figure 19, the Capitol Horse Barn/Former D.C. Dog Pound's east and south boundaries border the South Capitol Street Project's LOD boundary.

No potential vibration impacts to the property have been identified during Project studies.

Studies indicate a potential for a minor average increase in noise levels by the year 2040 as a result of implementing the Revised Preferred Alternative. These increases would not impact the continued use of the historic property for its intended or original purpose. Short-term construction activities may introduce temporary noise in the property's vicinity. Construction-related noise would be minimized by implementing basic best practices such as working only at certain times of day or using equipment that would be selected specifically to reduce noise impacts. Noise mitigation measures are included in the Project's SFEIS Environmental Commitments and will be required to be implemented by contractors. Therefore, according to the information in the studies, noise levels would have no adverse effect to the historic property.

No physical impacts to the Capitol Police Horse Barn/Former D.C. Dog Pound would occur as a result of Project implementation. Although the LOD boundary is concurrent with the property's historic boundary limit, no Project activity would occur within the property's

historic NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Capitol Police Horse Barn/Former D.C. Dog Pound does not retain integrity of setting. The building survived urban renewal efforts that were carried out in southwest Washington, DC, during the 1950s; however, surrounding buildings are all more recently constructed than the horse barn/dog pound. The Southeast-Southwest Freeway's construction in the 1960s also dramatically altered the property's historic setting. Though the building's north, east, and west elevations are oriented toward Project activity, no historic views or vistas remain because of changes to the property's setting. Because the Capitol Police Horse barn/Former D.C. Dog Pound does not retain integrity of setting, Project activity would have no effect to the historic property's integrity of setting.

During the July 10, 2014, Section 106 consulting parties meeting, several agencies and organizations expressed concern that the proximity to Project work would preclude a No Effect assessment for the Capitol Police Horse Barn/Former D.C. Dog Pound. Project work would occur outside of the historic property boundary, so the integrity of location, design, setting, materials, and workmanship are not being affected. Setting is not a character-defining feature of the Capitol Police Horse Barn/Former D.C. Dog Pound. The historic property does not retain integrity of setting due to numerous changes in the surrounding area. The Project will not affect any historic aspect of the setting, although temporary construction impacts will be adjacent to the property. South Capitol Street Project construction activity would have no adverse effect to the property's feeling as an early-twentieth century purpose-built building, or its association with the Capitol Police and district government in southwest Washington, DC. FHWA has considered these comments by determining a No Adverse Effect assessment for the Capitol Police Horse Barn/Former D.C. Dog Pound.

Based on this evaluation the South Capitol Street Project would have no adverse effect to the Capitol Police Horse Barn/Former DC Dog Pound.

Figure 19. Project activity in the vicinity of the Capitol Police Horse Barn/Former D.C. Dog Pound

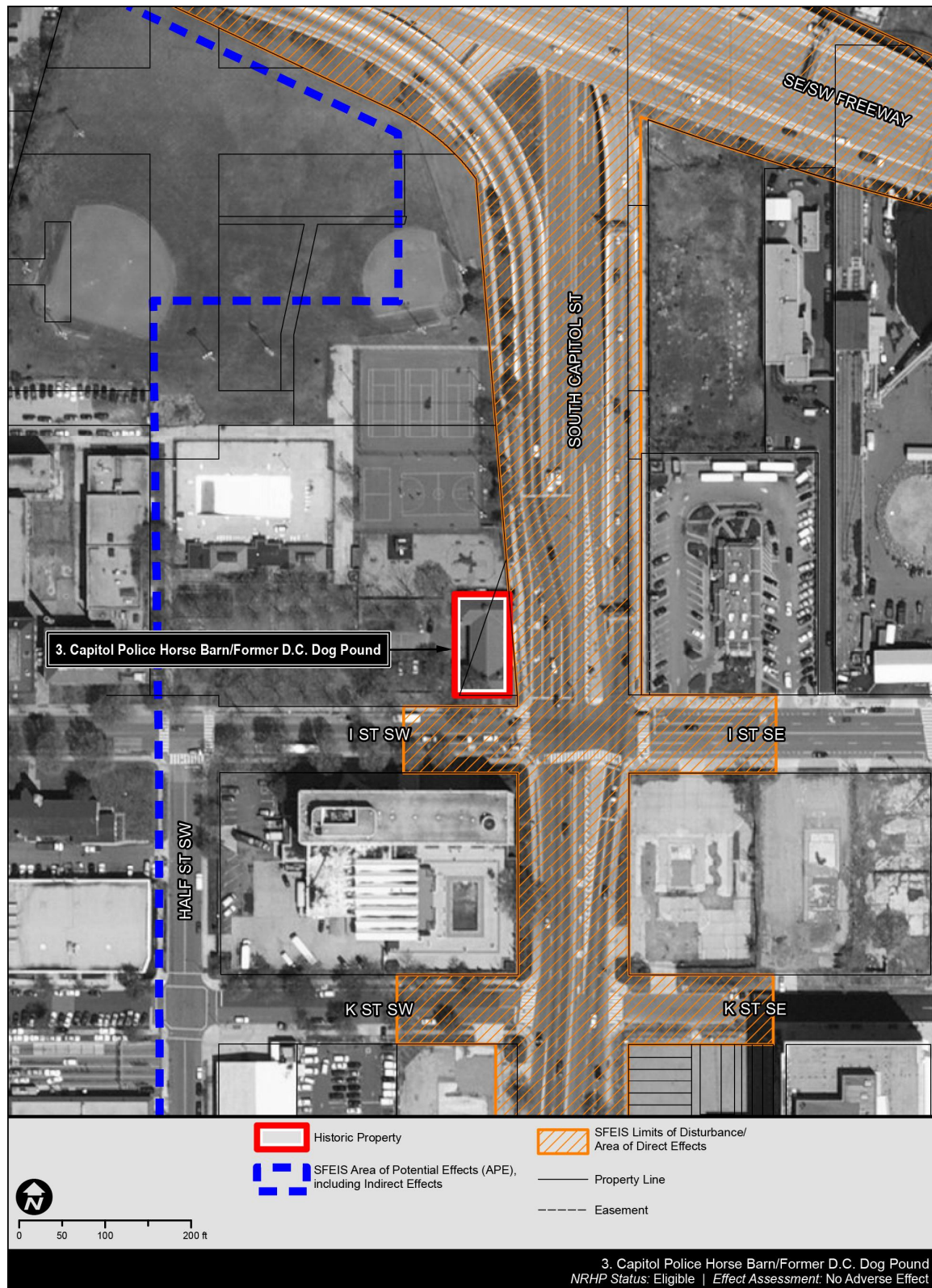




Figure 20. View south to South Capitol Street and the vicinity of the Frederick Douglass Memorial Bridge from the Capitol Police Horse Barn/Former DC Dog Pound, at I Street SW and South Capitol Street

4. St. Vincent de Paul Church

14 M Street SE

Historic Property Summary

Located on the northeast corner of South Capitol Street and M Street SE, the St. Vincent de Paul Church is a Romanesque Revival-style building with ashlar-cut granite block walls and limestone trim. The architectural firm W.F. Wagner & Brothers designed the building and W.E. Speir constructed the building in 1903. The one-and-one-half story building, the location of which is shown on Figure 21, houses the church's sanctuary and is oriented west toward South Capitol Street. A one-and-one-half story and a two-story tower also faces South Capitol Street. In 1921, a freestanding rectory was constructed east of the 1903 building's rear elevation. The rectory, which fronts M Street SE, was substantially altered and connected to the original 1903 building ca. 1965; this portion of the building is considered a non-contributing element to the 1903 building. The St. Vincent de Paul Church's historic boundary is the building's legal property boundary. St. Vincent de Paul Church is eligible for listing in the NRHP under Criterion C as an excellent example of a Romanesque Revival-style building.

Assessment of Effects

The Project components would occur directly adjacent the St. Vincent de Paul Church at the South Capitol and M Streets intersection. This intersection would be altered to remove the grade-separation that occurs at South Capitol and M Streets. Other proposed changes include at-grade left turn bays along South Capitol Street and M Street would be reconstructed, approximately between Half Street SW and Half Street SE, as part of the improvements. Additionally, South Capitol Street would be converted into an urban boulevard with a wide planted median, wider sidewalks, and continuous planter beds between the roadway and sidewalks. The property's west and south NRHP boundaries are concurrent with the Project's LOD.

No potential vibration impacts to the property have been identified during Project studies. In comments received in September 2014, the Capitol Hill Restoration Society stated concerns about vibration effects to the St. Vincent de Paul Church from proposed haul routes, heavy equipment use, and sidewalk demolition. At this time no haul routes have been established and the types of equipment and methods of demolition have not been determined. Generally, project details such as this are determined at a later phase, when the selected contractor can contribute input regarding best construction practices and provide information on preferred haul routes. The Project's MOA will include provisions for unanticipated effects, including vibration impacts, to historic properties.

Studies indicate a potential for a minor average increase in noise levels by the year 2040 as a result of implementing the Revised Preferred Alternative. These increases would not impact the continued use of the historic property for its intended or original purpose. Short-term construction activities may introduce temporary noise in the property's vicinity. Construction-related noise would be minimized by implementing basic best practices such

as working only at certain times of day or using equipment that would be selected specifically to reduce noise impacts. Noise mitigation measures are included in the Project's SFEIS Environmental Commitments and will be required to be implemented by contractors. Therefore, according to the information in the studies, noise levels would have no adverse effect to the historic property.

No physical impacts would occur to the St. Vincent de Paul Church as a result of Project activity. Although the property's west and south NRHP boundaries are concurrent with the Project's LOD boundary, no Project work would occur within the property's NRHP boundary. Therefore, no effects to the St. Vincent de Paul Church's integrity of location, design, materials, and workmanship would occur.

The St. Vincent de Paul Church no longer retains integrity of setting. Demolition and rebuilding along South Capitol Street has altered the church's historic urban working-class neighborhood setting, resulting in the loss of low-scale residential and commercial buildings. Additionally, no historically significant views to or from the property remain due to changes to the setting. Therefore, Project activity would have no effect to the property's integrity of setting.

During the July 10, 2014, Section 106 consulting parties meeting, several agencies and organizations expressed concern that the proximity to Project work would preclude a No Effect assessment for the St. Vincent de Paul Church. Project work would occur outside of the historic property boundary, so the integrity of location, design, setting, materials, and workmanship are not being affected. Setting is not a character-defining feature of the St. Vincent de Paul Church. The historic property does not retain integrity of setting due to numerous changes in the surrounding area. The Project will not affect any historic aspect of the setting, although temporary construction impacts will be adjacent to the property. South Capitol Street Project construction activity would have no adverse effect to the property's feeling as an early-twentieth-century Romanesque Revival church or its association with the working-class neighborhood in Washington, DC. FHWA has considered these comments by determining a No Adverse Effect assessment for the St. Vincent de Paul Church.

Based on this evaluation the South Capitol Street Project would have no adverse effect to the St. Vincent de Paul Church.

Figure 21. Project activity in the vicinity of the St. Vincent de Paul Church

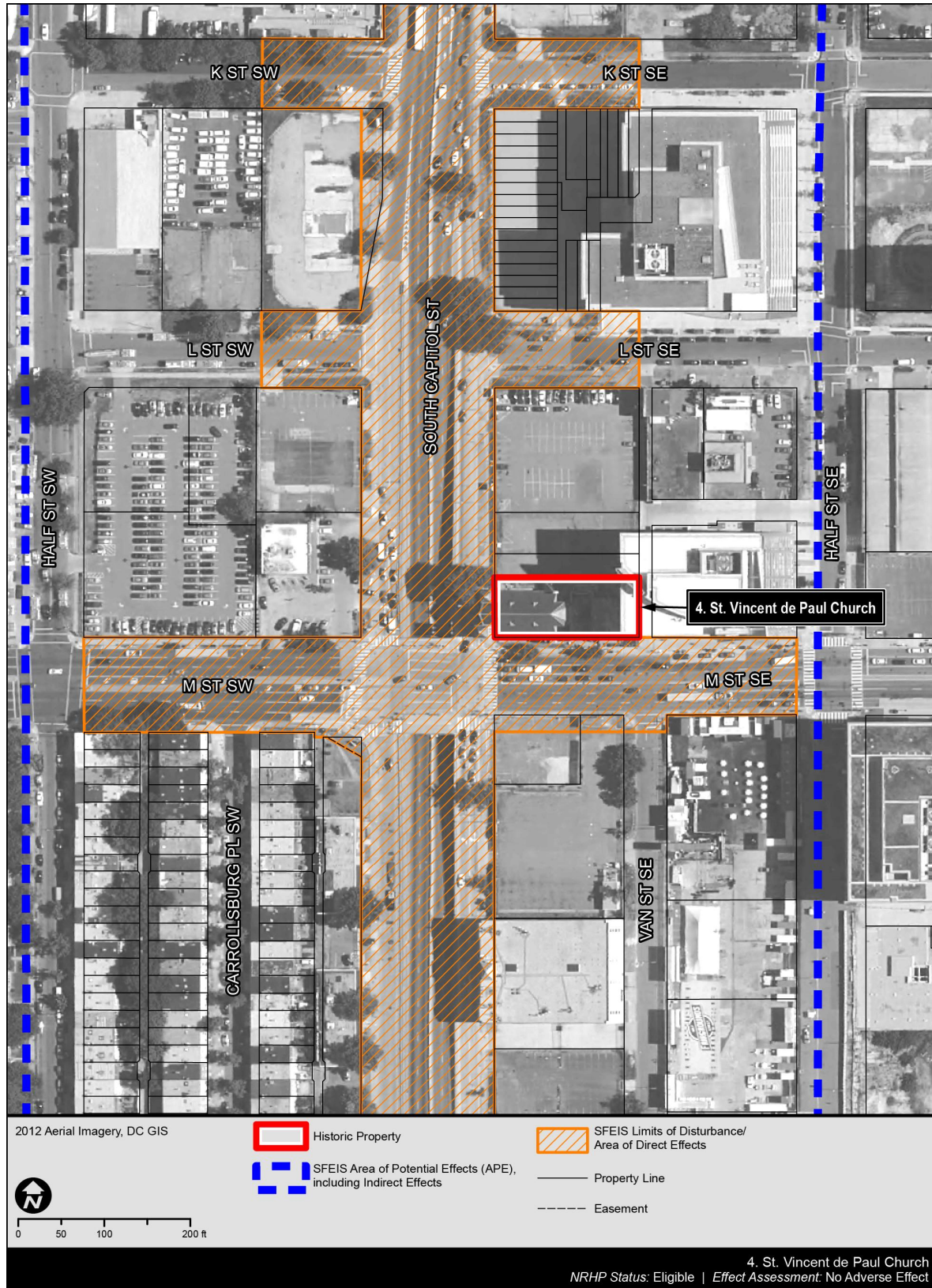




Figure 22. View south to South Capitol Street from south of the St. Vincent De Paul Church, at South Capitol Street and M Street SE



Figure 23. View southwest toward the vicinity of South Capitol Street from the St. Vincent De Paul Church, at M Street SE

5. Southwest Rowhouse Historic District/Carrollsbury Place

1200 Block of Carrollsbury Place SW, 1200 Block of Half Street SW, east side, 4-10 N Street SW, 1301-1317 South Capitol Street

Historic Property Summary

The Southwest Rowhouse Historic District/Carrollsbury Place is comprised of a collection of brick two-story rowhouses constructed between ca. 1887 and ca. 1917; they were intended to be both modest workers' homes and public housing. The row of houses located on the west side of the 1200 block of Half Street SW, between M and N Streets SW, were built in 1908. Construction commenced on the rowhouses located on both sides of the 1200 block of Carrollsbury Place SW, between M and N Streets SW, in 1909. The district's Sanitary Housing Commission constructed the Carrollsbury Place rowhouses as a prototype for public housing; these rowhouses and those located on Half Street SW were constructed as two-family homes. A fourth row of houses (4-10 N Street SW) located on the street's south side, between an alleyway and a commercial building on the corner of N Street SW and South Capitol Street, were constructed in 1917.

South of the commercial building on the corner, an intact row of houses (1301-1317 South Capitol Street) faces east. These houses were constructed between 1887 and 1893. The commercial building is a noncontributing element to the Southwest Rowhouse Historic District/Carrollsbury Place. The district's rowhouses are an example of modest workers' housing; because of their late nineteenth and early-twentieth-century construction date, the houses are a later representation of a common housing type found throughout the district. The rowhouses feature minimal decorative ornamentation; common elements include segmental arches, beltcourses, and brick corbels.

The Southwest Rowhouse Historic District/Carrollsbury Place also represents the Southwest quadrant's only intact neighborhood from this period to survive mid-twentieth century urban renewal efforts, which razed the majority of the quadrant. The Southwest Rowhouse Historic District/Carrollsbury Place is eligible for listing in the NRHP under Criterion C for its representation of an intact district of late nineteenth and early-twentieth-century modest workers' housing and for Carrollsbury Place's representation of early public housing in Washington, DC.

Assessment of Effects

South Capitol Street Project activity near the Southwest Rowhouse Historic District/Carrollsbury Place would occur along South Capitol Street. Project implementation would include converting South Capitol Street into a grand urban boulevard, with a wide planted median, wider sidewalks, and continuous planter beds between the roadway and the sidewalks. The district's west boundary at South Capitol Street is concurrent with the Project's LOD boundary. The LOD is also concurrent with the district's northern NRHP boundary at the M Street right-of-way, where an at-grade intersection with South Capitol Street is proposed and M Street will be rebuilt adjacent to the historic district boundary from South Capitol Street to Half Street SW. The LOD extends into the historic district

boundary at the N Street SW right-of-way, where repaving will occur for approximately 75 feet.

No potential vibration impacts to this property have been identified during Project studies. Studies indicate a potential for a minor average increase in noise levels by the year 2040 as a result of implementing the Revised Preferred Alternative. These increases would not impact the continued use of the historic property for its intended or original purpose. Short-term construction activities may introduce temporary noise in the property's vicinity. Construction-related noise would be minimized by implementing basic best practices such as working only at certain times of day or using equipment that would be selected specifically to reduce noise impacts. Noise mitigation measures are included in the Project's SFEIS Environmental Commitments and will be required to be implemented by contractors. Therefore, according to the information in the studies, noise levels would have no adverse effect to the historic property.

No physical impacts to the character-defining features of the Southwest Rowhouse Historic District/Carrollsbury Place would occur as a result of Project implementation. Though Project activity would occur within the district's NRHP boundary, this activity would be limited to the right-of-way within N Street SW and would not alter any contributing resources to the district. Therefore, no effect to the property's integrity of location, design, materials, and workmanship would occur.

The South Capitol Street Project would have no adverse effect to the Southwest Rowhouse Historic District/Carrollsbury Place's integrity of setting, which is marginal outside of the historic district's boundaries due to nearby recent construction, most notably the Nationals Park. Project activities would be visible from the contributing resources located at 1301-1307 South Capitol Street, which face east toward South Capitol Street. Project activities would also be minimally visible from the contributing resources located at 4-10 N Street SW, which are oriented to the north, but this view is partially shielded by buildings within the district and vegetation. However, visible Project activity would occur at-grade at M and N Streets directly west of South Capitol Street. Although no noise impacts have been identified, temporary construction activity collectively will affect the district's setting, but not adversely. Because no adverse effects to the character-defining features of the property's setting have been identified, Project activity would have no adverse effect to the property's integrity of setting.

South Capitol Street Project activity would have no effect to the Southwest Rowhouse Historic District/Carrollsbury Place's feeling as an intact collection of late nineteenth and early-twentieth-century modest workers' housing or its association with the pre-urban renewal era in southwest Washington, DC, and early public housing prototypes in Washington, DC. Therefore, the Project would have no effect to the Southwest Rowhouse Historic District/Carrollsbury Place's integrity of feeling or association.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Southwest Rowhouse Historic District/Carrollsbury Place.

Figure 24. Project activity in the vicinity of Southwest Rowhouse District/Carrollsbury Place

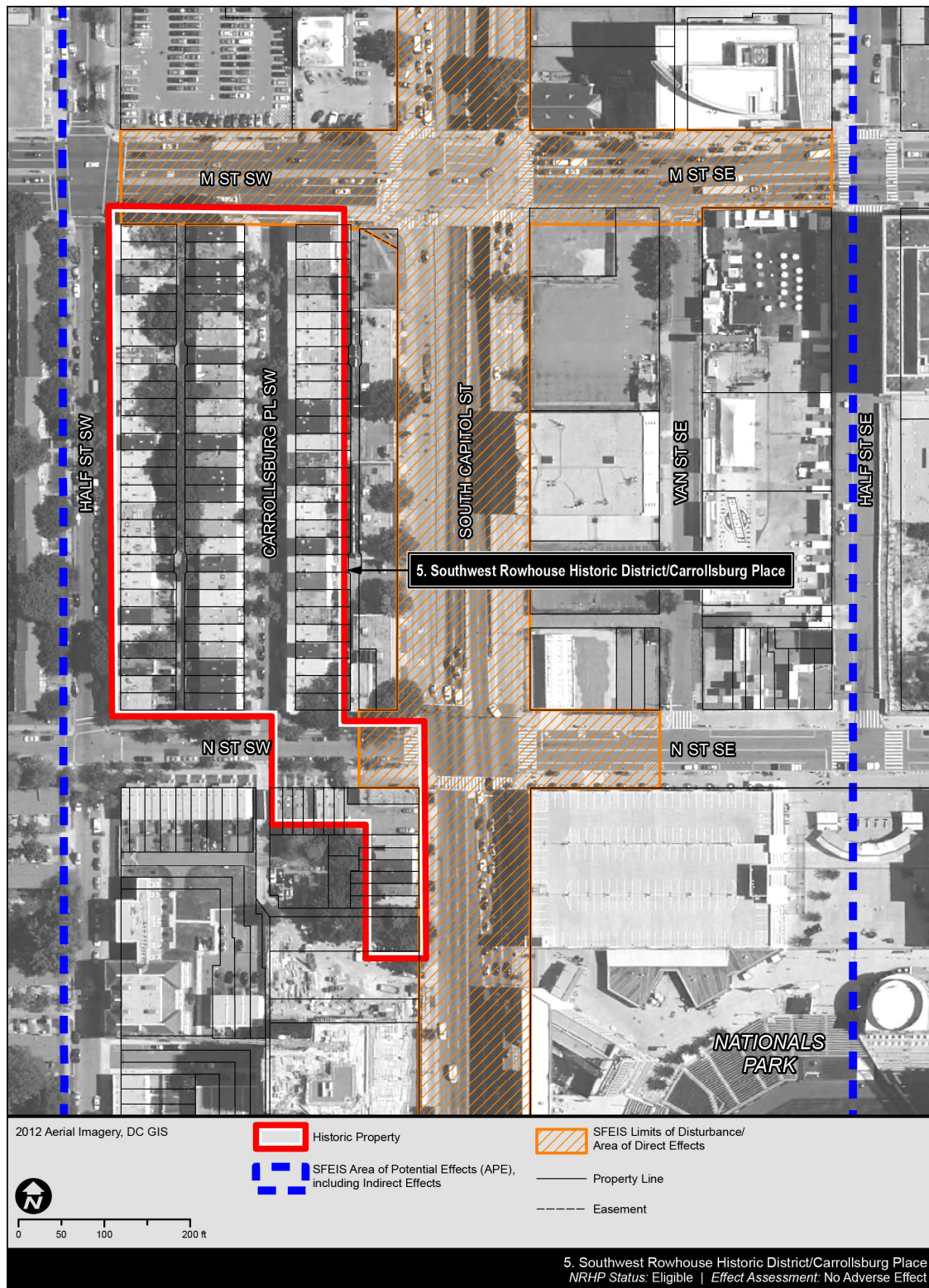




Figure 25. View south to South Capitol Street from the Southwest Rowhouse Historic District/Carrollsbury Place, at South Capitol Street and N Street SW



Figure 26. View southeast to South Capitol Street from south of the Southwest Rowhouse Historic District/Carrollsborg Place, at South Capitol Street

6. William Syphax School

1360 Half Street SW

Historic Property Summary

The two-story William Syphax School is located at 1360 Half Street SW, between N and O Streets SW, and is oriented to the west. Noted architectural firm Marsh & Peter designed the public elementary school in 1900 and builder D.F. Mockabee constructed the building between 1901 and 1902.

The building embodies the progressive era of civic design philosophies in Washington, DC, when the district's Office of the Building Inspector hired private Washington firms to design public schools. Though the Office of the Building Inspector developed a floorplan for public schools during the late 1800s, dictating the building's interior spaces, Marsh & Peter skillfully applied the distinguishing elements of the early Colonial Revival style to the school building's exterior. The elementary school was named for the prominent African American education advocate, William Syphax (d. 1894), who worked to develop a public school system in Washington, DC, that provided equal opportunities for African American students. The school's construction was connected to Progressive Era efforts to provide decent housing for the district's low-income neighborhoods and the building exerted a civic presence in the community as one of the neighborhood's most imposing structures. In 1941 and again in 1953 the building was expanded to the north to accommodate the school's growing population; the two additions were designed in a compatible Colonial Revival style. The building's legal property boundary is designated as the property's NRHP boundary.

The William Syphax School is listed in the NRHP under Criterion A for its association with progressive turn-of-the-century civic design ideals and strong public design in Washington, DC, and for the property's establishment of a civic presence in the local African American community. It is also listed under Criterion C as a fine example of a public school building embodying the character-defining features of the Colonial Revival style, designed by the notable Washington architectural firm Marsh & Peter. The building is also listed as part of the multiple property NRHP listing "Public School Buildings of Washington, DC 1862-1960."

Assessment of Effects

As shown on Figure 27, in the vicinity of the William Syphax School, South Capitol Street Project components would primarily occur along South Capitol Street. Approximately 240 feet spans between the property's east NRHP boundary and the Project's LOD along the west side of South Capitol Street. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the William Syphax School would occur as a result of Project implementation. No Project activity would occur within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no effect to the William Syphax School's integrity of setting. Project activity in the vicinity of the William Syphax School will occur along South Capitol Street; the William Syphax School is oriented to the west and South Capitol Street is located east of the property. The urban area around the school retains little integrity of setting due to the recent construction of townhomes south and east of the building. Due to these townhomes and other buildings along South Capitol Street, Project activity would only be minimally visible from the property's east elevation. Project implementation would have no effect to the property's visual setting or the character-defining features of its setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no effect to the integrity of the setting of the William Syphax School.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century Colonial Revival-style school, or its association as a public school for the local African American community.

Based on this evaluation, the South Capitol Street Project would have no effect to the William Syphax School.

Figure 27. Project activity in the vicinity of the William Syphax School

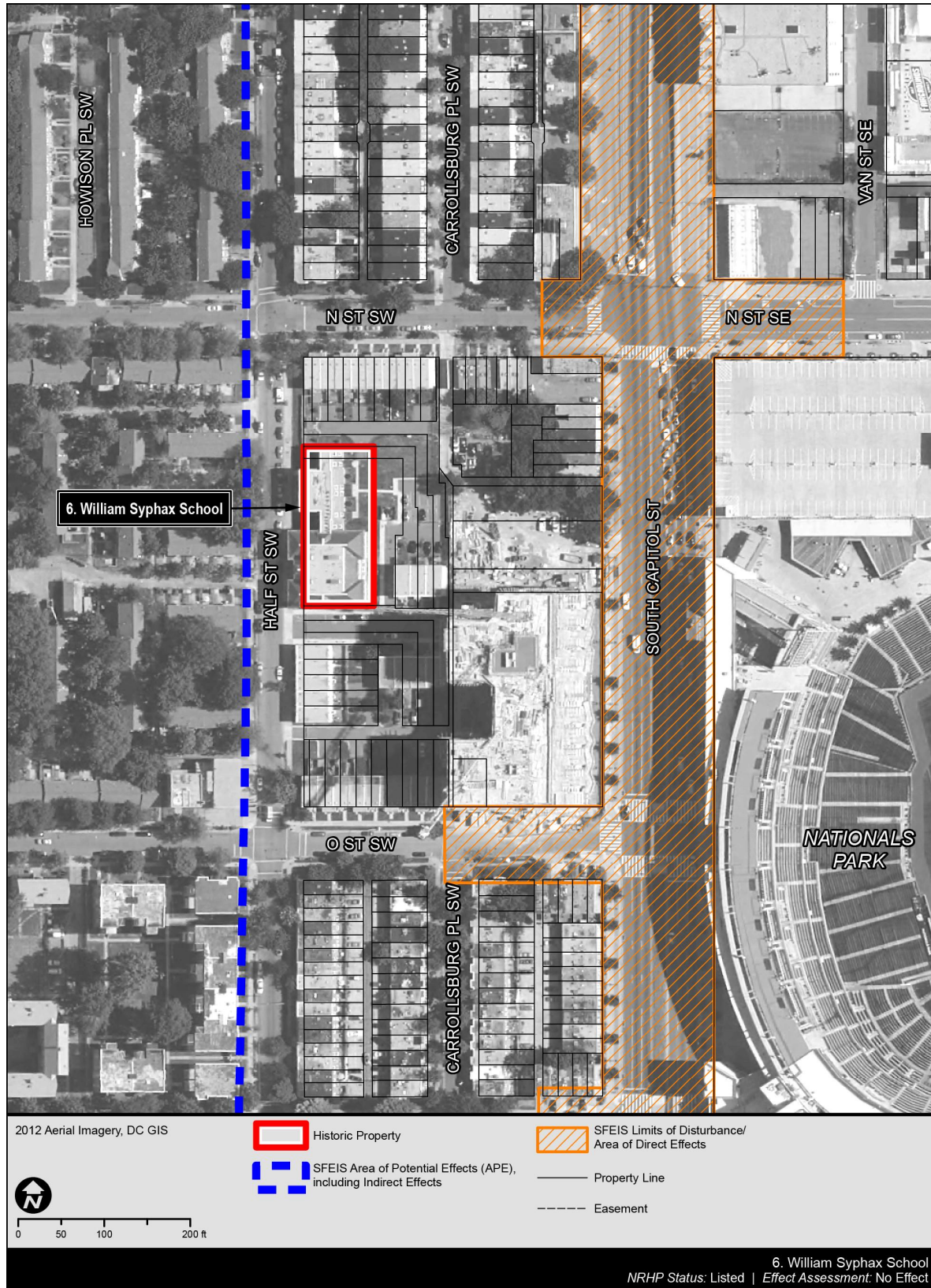




Figure 28. View east toward the vicinity of the South Capitol Street from the William Syphax School, at Half Street SW



Figure 29. View southeast toward the vicinity of South Capitol Street from the William Syphax School, at Half Street SW

7. National War College

Fort Leslie J. McNair, P Street, between 3rd and 4th Streets SW; bounded by D Street SW to the north, the Anacostia River to the east, the Anacostia River to the south, and the Potomac River's Washington Channel to the west

Historic Property Summary

Completed in 1907, the National War College (Army War College) is located on Fort Leslie J. McNair. After the 1898 Spanish-American War revealed flaws in the U.S. Military's organization, the nation's Secretary of War Elihu Root announced reorganization plans that included a war college to improve the Army's efficiency in 1899. Root, working with President Theodore Roosevelt, modeled the college on European prototypes.

The Washington Arsenal occupied the site selected for the National War College (Army War College) and the arsenal's buildings were razed between 1901 and 1903 for the proposed complex. The cornerstone for the Army War College's main building, Roosevelt Hall, was laid on February 21, 1903, and personnel first occupied the building on June 30, 1907. Designed by the prominent architectural firm McKim, Mead, and White, the Neoclassical-style building has brick walls and granite trim. Situated on the Potomac River's Washington Channel and the Anacostia River, the building's facade is oriented north toward a greensward.

Though Root and Roosevelt's plans for the Army War College complex were never fully executed, Roosevelt Hall housed the Army War College from 1907 until 1946. That year, the newly established National War College, which included all branches of the U.S. Military, the Department of State, and the CIA, occupied the building. The Army War College was then reestablished at Fort Leavenworth, Kansas. The National War College is listed in the NRHP and has also been designated a National Historic Landmark (NHL). The property is significant under Criterion A for its influence on the American military establishment in the twentieth century. Please note that although the NRHP documentation does not indicate that the building is eligible under Criterion C, the property would appear to be eligible as an excellent example of McKim, Mead & White's Neoclassical design work.

Assessment of Effects

The Project's LOD is not proximate to the Army War College; the historic property was included in the APE because of potential visual effects from the proposed replacement of the Frederick Douglass Memorial Bridge. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the Army War College would occur as a result of Project implementation. No Project activity would occur within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the Army War College's integrity of setting. Project activity visible from the Army War College will occur as

a result of the Frederick Douglass Memorial Bridge replacement, which is approximately 3,550 feet from the historic property boundary. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the Army War College are not historic and are not character-defining features of the Army War College. While construction may be visible from select vantage points of the Army War College's shoreline, such infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Army War College.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century Neoclassical-style military institution, or its association with American military history.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the National War College (Army War College).

Note that for security reasons, photography was not permitted in the historic property vicinity.

2012 Aerial Imagery, DC GIS

7. National War College (Army War College)

Legend:

- Historic Property
- SFEIS Area of Potential Effects (APE), including Indirect Effects
- SFEIS Limits of Disturbance/ Area of Direct Effects
- Property Line
- Easement

0 200 400 800 ft

7. National War College (Army War College)
NRHP Status: National Historic Landmark | Effect Assessment: No Adverse Effect

8. PEPCO Buzzard Point Power Plant/Pump Station

The PEPCO Buzzard Point Power Plant is located at 1930 1st Street SW; the PEPCO Buzzard Point Power Plant's Pump Station is located at 2000 Half Street SW.

Historic Property Summary

On July 19, 1932, the Potomac Electric Power Company (PEPCO) awarded the PEPCO Buzzard Point Power Plant's design and construction contract to Stone & Webster Engineering of Boston. Engineer Halsey B. Horner designed the building. The power plant exhibits modest late Art Deco-style motifs. Typical of many governmental and institutional buildings constructed during the 1930s and '40s in the United States, the power plant exhibits a simplified version of the Art Deco or Classical styles of architecture often referred to as Stripped Classicism.

PEPCO officially opened the power plant on November 17, 1933. Information regarding the associated pump station's construction was not readily available, but the pump station was likely constructed with the power plant. The pump station is located directly east of the PEPCO Buzzard Point Power Plant, situated on the Anacostia River's northwest bank, and originally served as the power plant's intake for cooling waters from the river. From the beginning, PEPCO intended for the power plant's footprint to be easily extended and modular, and the company later expanded the building twice, completing the first expansion in 1940 and the second in 1943. The electric power plant burned coal until 1964-65, when the Bechtel Corp. converted the power plant to oil fuel.

The PEPCO Buzzard Point Power Plant closed in 1983 and PEPCO donated the pump station to the Earth Conservation Corps. Today, the organization uses the building as the "Matthew Hensen Earth Conservation Center."

The PEPCO Buzzard Point Power Plant is eligible for listing in the NRHP under Criterion C for the power plant's representation of the Art Deco style as applied to a utilitarian building, for the property's modular design concept, and for the building's representation of the spread of the industrial concepts of design standardization. The associated pump station is a contributing resource to the Buzzard Point Power Plant.

Assessment of Effects

As shown in Figure 31, the Project's LOD is located within the PEPCO Buzzard Point Power Plant and Pump Station. Work in this area will consist only of utility work within the roadway and repaving. The proposed replacement bridge will occur 1700 feet to the east of the historic property. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the contributing PEPCO Buzzard Point Power Plant and Pump Station would occur as a result of Project implementation. Proposed Project activity would occur within the property's NRHP boundary, but would be limited to utility work beneath the existing roadway; the two buildings would not be directly affected. Therefore, no adverse

effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the PEPCO Buzzard Point Power Plant and Pump Station's integrity of setting. Project activity in the vicinity of the historic property will consist of minor utility and roadway improvements and will also occur as a result of the Frederick Douglass Memorial Bridge replacement, which is 1,700 feet to the east of the building. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the PEPCO Buzzard Point Power Plant and Pump Station are not historic and are not character-defining features of the power plant, which is a utilitarian industrial building. While construction may be visible from select vantage points of the PEPCO Buzzard Point Power Plant and Pump Station's shoreline, such infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the PEPCO Buzzard Point Power Plant and Pump Station.

Furthermore, no Project activity would alter the property's feeling as a 1930s power plant and pump station, or its association with innovative New Deal-era designs for public buildings.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the PEPCO Buzzard Point Power Plant/Pump Station.

Figure 31. Project activity in the vicinity of the PEPCO Buzzard Point Power Plant/Pump Station

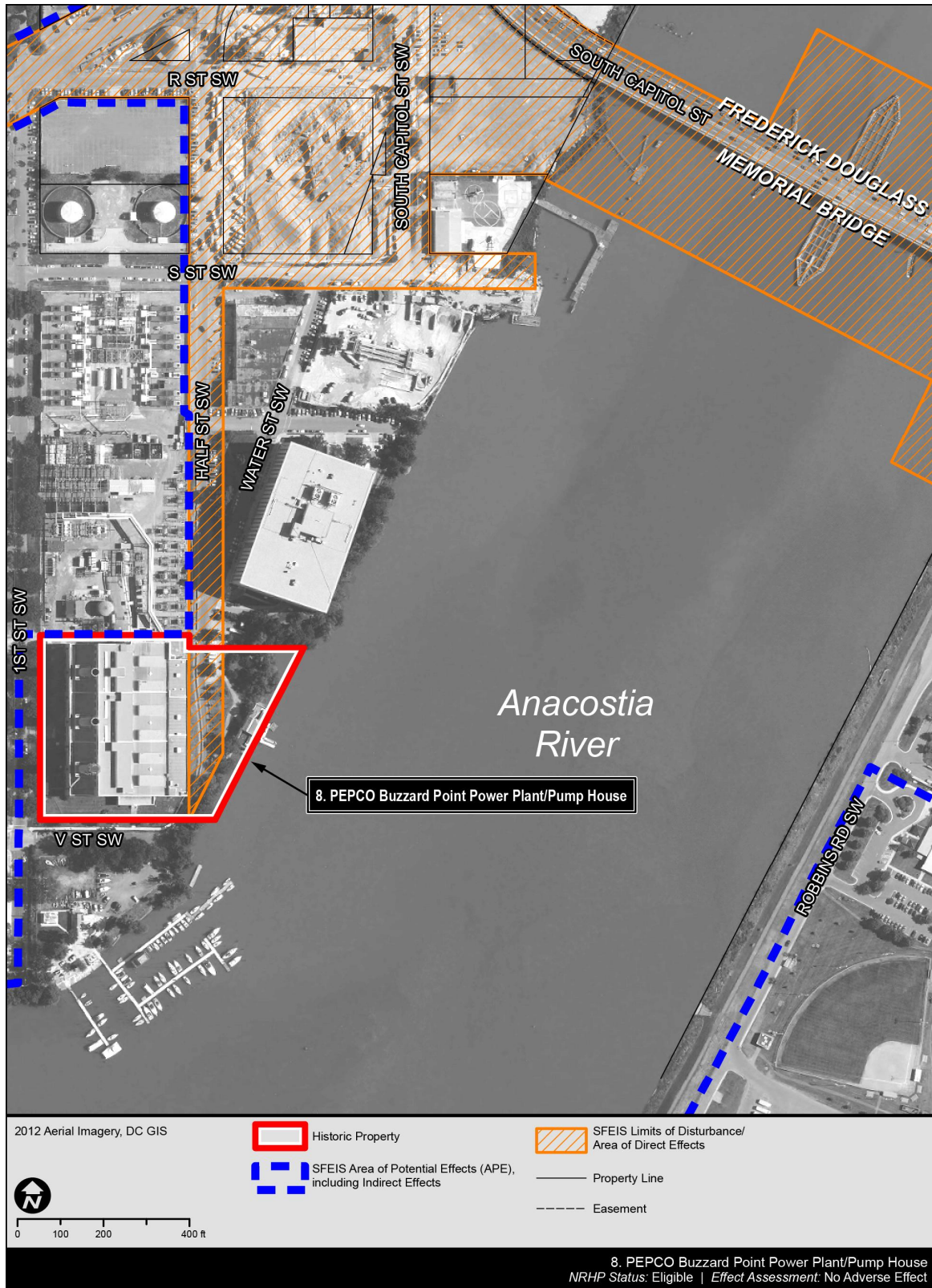




Figure 32. Half Street SW in PEPCO vicinity

9. WASA Poplar Point Pump Station

Located in a narrow strip of land in the middle of the Suitland Parkway's inbound and outbound lanes as it approaches the Frederick Douglass Memorial Bridge.

Historic Property Summary

Constructed circa 1915, the WASA Poplar Point Pump Station is a two-story Art Deco-style pump station situated on sewer lines along the route to the Blue Plains Wastewater Treatment Facility. Originally part of the District of Columbia's Water and Sewer Authority (WASA) system, the station is now managed by DC Water; however, the building was designated as a historic property using the name WASA Poplar Point Pump Station, which is the name used in Section 106 documentation for the Project. The building differs stylistically from its two nearby WASA predecessors, the Beaux-Arts Main Sewerage Pumping Station (1907) and the WASA Anacostia Shoreline Pump Station (ca. 1903-1907). The Art Deco pump station represents the attention given to the design of public works projects during the early 1900s City Beautiful Movement and was constructed as part of the city's integrated water and sewer system, first implemented during the early 1900s. The WASA Poplar Pump Station is eligible for listing in the NRHP under Criterion C as a public works pump station featuring Art Deco-style elements, influenced by the City Beautiful Movement, and as an early component of the city's integrated water and sewer system.

Assessment of Effects

The WASA Poplar Point Pump Station is located within the Project's LOD. The east traffic oval would be located directly to the north of the pump station and landscaping would occur in the surrounding areas; the replacement bridge will be visible from the building. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the WASA Poplar Point Pump Station would occur as a result of Project implementation. Although the property is within the Project's LOD, no Project activity would occur within the property's NRHP boundary, which is limited to the building footprint. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The setting is not a character-defining feature of the WASA Poplar Point Pump Station. The station will be proximate to temporary construction activity. The Project implementation would have no adverse effect to the historic property's integrity of setting, which is diminished by being encircled by various roadways and ramps; The presence of the new traffic oval will not adversely affect the station's setting.

The replacement bridge will also be visible from the pump station. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the WASA Poplar Point Pump Station are not historic and are not character-defining features of the pump station, which is a utilitarian industrial

building. While construction may be visible from select vantage points of the WASA Poplar Point Pump Station's shoreline, such infrastructure projects are typical in urban settings and will not affect the character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the WASA Poplar Point Pump Station.

Furthermore, no Project activity would alter the property's feeling as a ca. 1915 pump station, or its association with City Beautiful design initiatives for public buildings.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the WASA Poplar Point Pump Station.

Figure 33. Project activity in the vicinity of the WASA Poplar Point Pump Station

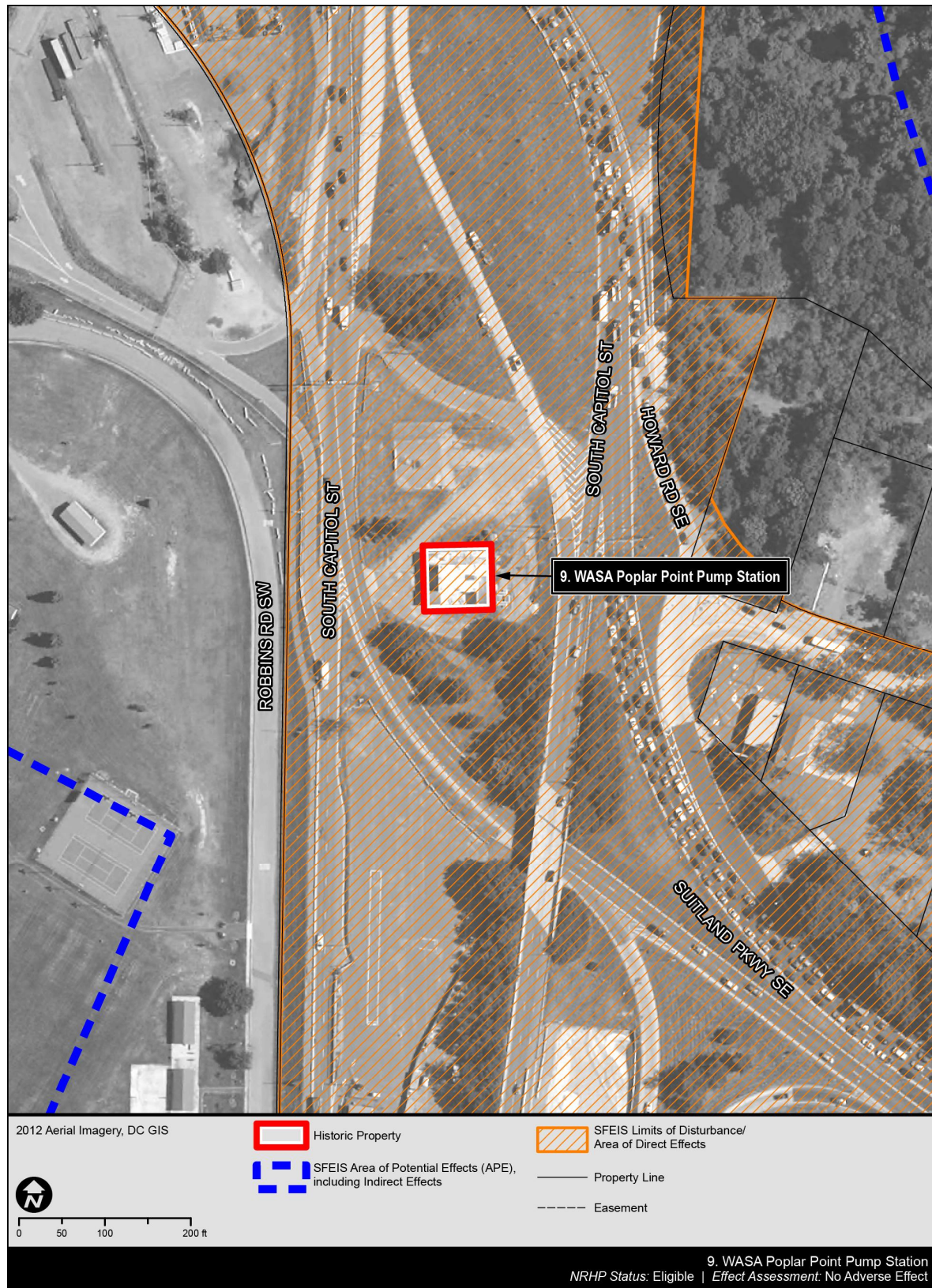




Figure 34. View north toward the Frederick Douglass Memorial Bridge and the South Capitol Street corridor from the WASA Poplar Point Pump Station

10. St. Elizabeths Hospital

2700 Martin Luther King Jr. Avenue SE

Historic Property Summary

Founded in 1852, St. Elizabeths Hospital is a historic district that was developed between the mid nineteenth and mid-twentieth century, comprised of 80 contributing buildings, 1 contributing structure, and 1 contributing site located on a 336-acre campus. Established through the efforts of social reformer Dorothea Dix and the city's first medical superintendent Dr. Charles H. Nichols, St. Elizabeths Hospital was the federal government's first psychiatric hospital for civilians and military personnel. The hospital opened in 1855 and was utilized as a hospital to treat the general sick and wounded combatants during the Civil War.

Constructed first on the grounds, the Main Center Building (1853-55) is a four-story Gothic Revival-style building and serves as an early example of the linear plan developed for hospital wards by Thomas Kirkbride. After the war, buildings were constructed to treat veterans and the hospital complex was expanded through the 1890s to include residential, treatment, agricultural, and utilitarian buildings. During a major turn-of-the-century expansion, a collection of Italianate buildings were constructed on the hospital's grounds and subsequent expansion continued through the 1950s.

St. Elizabeths Hospital is listed in the NRHP and has also been designated as a National Historic Landmark (NHL). St. Elizabeths Hospital is listed under Criterion A for its association with the mid-twentieth-century reform movement and as one of the nation's most significant psychiatric institutions, which served as a pioneer for humane treatment for the mentally ill; under Criterion B for the hospital's association with social and health reform advocate Dorothea Dix and the city's first medical superintendent Dr. Charles H. Nichols; under Criterion C for establishing the predominant architectural plan for psychiatric hospitals utilized elsewhere through the nineteenth century, for the campus's collection of Gothic Revival, Italianate, and other period revival buildings, and for the hospital's carefully landscaped grounds, which include rare plant species.

Assessment of Effects

All project activity will occur outside of the St. Elizabeths historic property boundary. The Frederick Douglass Memorial Bridge, which is not eligible for the NRHP, is visible from St. Elizabeths west campus. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the contributing features of St. Elizabeths Hospital would occur as a result of Project implementation. All project work will occur outside of the historic property boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Project implementation would have no adverse effect to the St. Elizabeths Hospital integrity of setting, which is adjacent to several roadways in the area adjacent to the LOD.

The area where Project work will occur is within right-of-way and is surrounded by roads, metal fencing, and screened by overgrown vegetation. From St. Elizabeths west campus, views to the United States Capitol are significant, but views to the Frederick Douglass Memorial Bridge are not historic or significant; other new construction is also present within the viewshed. The proposed new bridge or other project work will not alter the view to the United States Capitol. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of St. Elizabeths Hospital.

Furthermore, no Project activity would alter the property's feeling as a nineteenth and twentieth century hospital complex, or its association with innovative design and treatment initiatives for patient care.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to St. Elizabeths Hospital.

Figure 35. Project activity in the vicinity of St. Elizabeths Hospital

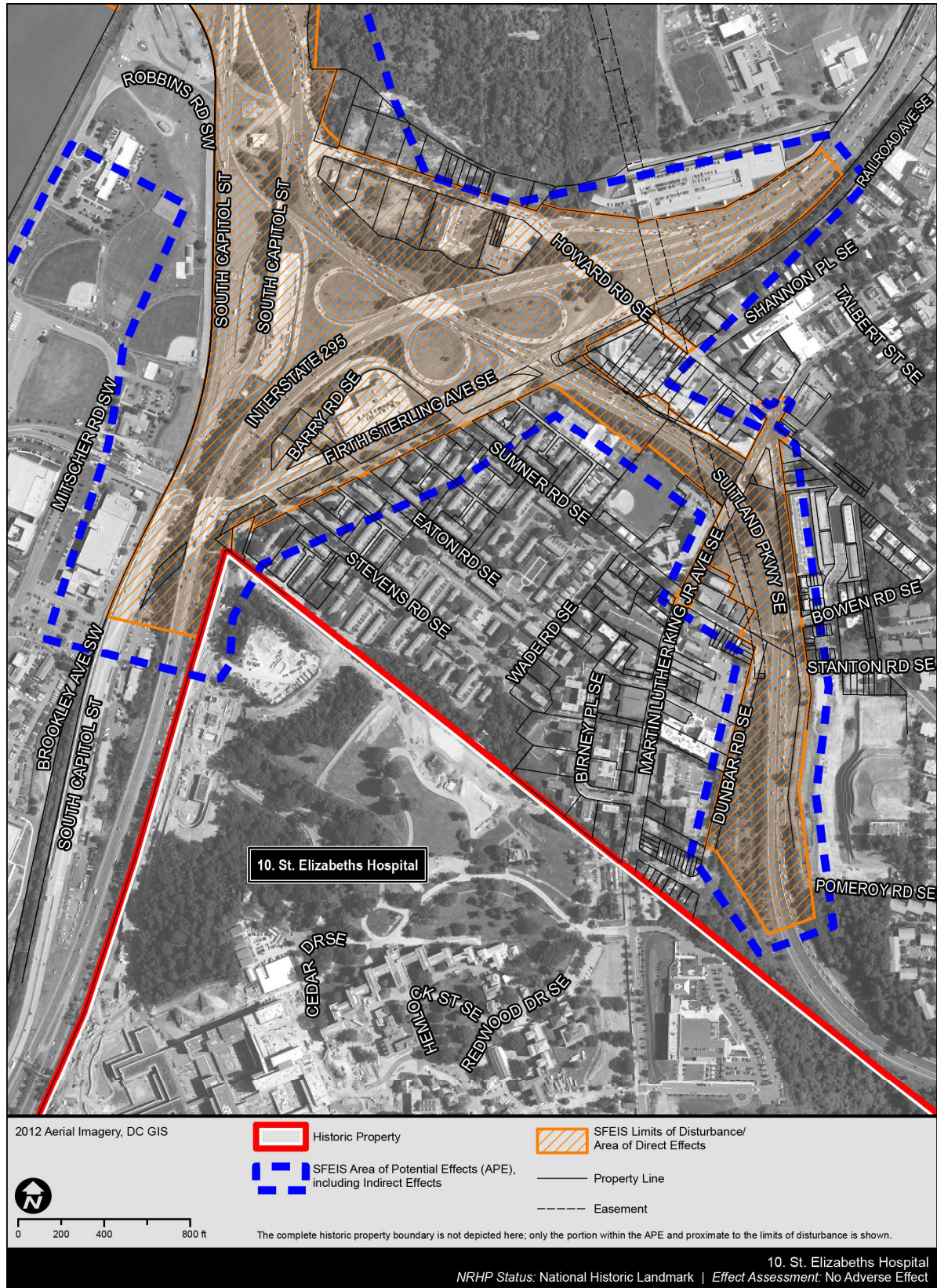




Figure 36. View north toward the vicinity of the Frederick Douglass Memorial Bridge from St. Elizabeths Hospital



Figure 37. View north toward the vicinity of the Frederick Douglass Memorial Bridge and Suitland Parkway from north of St. Elizabeths Hospital, at Stevens Road SE and Firth Sterling Avenue SE



Figure 38. View to the United States Capitol from St. Elizabeths west campus. Undated photo courtesy of NCPC.

11. Suitland Parkway

Extends eastward from the east end of the Frederick Douglass Memorial Bridge to the northern entrance to Andrews Air Force Base in Maryland

Historic Property Summary

The Suitland Parkway is a historic district comprised of 9.18 miles of roadway, connecting Andrews Air Force Base with Washington, DC, through a park corridor of 418.9 acres. The historic district comprises 136.2 acres. The Suitland Parkway was constructed between 1943 and 1944. The historic district includes 85 contributing structures—bridges, culverts, and drop inlets—and 2 noncontributing structures located throughout the entire corridor.

Extending from the Anacostia River to the Marlboro Pike in Maryland, 2.8 miles of the parkway are within the District of Columbia and 6.38 miles are within the State of Maryland. DDOT administers the portion within the District of Columbia, while the NPS administers the portion within Maryland. The parkway generally follows an east/southeast alignment and is part of the network of entrances to Washington, DC.

The Suitland Parkway came into existence during World War II as a means for improving transportation for employees in the defense industry. The Suitland Parkway is listed in the NRHP as part of the “Parkways of the National Capital Region Multiple Property Submission (1913-1965)” under Criterion A for its association with the national parkway system and as a major entryway to Washington, DC, that is sympathetic to the L’Enfant Plan; the Suitland Parkway is also listed under Criterion C as a utilitarian roadway intended to move traffic expeditiously, but with design elements intended to convey a scenic driving experience, characteristic of earlier parkways.

Assessment of Effects

The Suitland Parkway is located within the Project’s LOD. The Project will improve access to Martin Luther King Jr. Avenue SE and improve safety on Suitland Parkway. At Martin Luther King, Jr. Avenue SE, the existing overpass would be converted into a modified diamond interchange. Non-historic I-295 bridges over Suitland Parkway, Firth Sterling Avenue, and Howard Road SE will be reconstructed as a single roadway with shared use paths on each side (see Figure 4).

New pavement and crosswalks would be introduced to the area. Proposed tree plantings in the vicinity of Suitland Parkway are compatible with the existing streetscape character in the area and would provide additional shade trees within the historic property boundary.

No potential noise or vibration impacts to this property have been identified during Project studies.

Drainage plans for the Project are being completed and at this time, it appears that all contributing small structures and features can be avoided and preserved in place. While the 1993 NRHP nomination for the Suitland Parkway indicates that there are 85 contributing features within the historic property boundary, only nine large bridges are specifically

identified as contributing features. The locations of small structures such as culverts, ditches, stone curbs, and drop inlets are not identified and many would be outside of the revised APE. Furthermore, many of these contributing features may have been altered since the 1993 documentation was completed.

Because only 39.5 acres of the 136.2-acre Suitland Parkway historic property boundary are within the revised APE, a review of small structures and drainage features indicates that those within the project area all appear to be of recent construction, or they have been altered so that they do not retain historic materials. In an abundance of caution, Project plans will avoid small structures and inlets that are not recently constructed.

Finally, Martin Luther King, Jr. Bridge, a contributing feature over the Suitland Parkway, will be preserved. However, mechanically stabilized earth (MSE) retaining walls are proposed to be built next to the bridge's abutments to support the new interchange ramps. These walls will not touch the historic bridge and will be designed in a context-sensitive manner to be compatible with the bridge. A small 6"x6" cast-in-place key would be attached to the bridge abutments to provide additional load support; the MSE panel will sit behind this. This key will not be readily visible to the traveling public. At this time, the Project's *Visual Quality Manual* stipulates that the retaining walls be clad in a natural stone façade to match the bridge's cladding.

With the exception of the small 6"x6" key that will be attached to the Martin Luther King, Jr. Bridge, no physical impacts to the contributing features of the Suitland Parkway would occur as a result of Project implementation. Although the parkway would be altered, no Project activity would impact contributing built or landscape features within the historic property boundary. Small structures and drainage features will be avoided and preserved in place.

As a transportation resource that remains in use, the changes to the roadway are minor; these changes are necessary to avoid the demolition of the historic bridge that carries Martin Luther King Jr. Boulevard over the Suitland Parkway, which was previously proposed in the alternative presented in the FEIS. Therefore, no adverse effects to the Suitland Parkway's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the Suitland Parkway's integrity of setting. Project implementation, including the potential construction the pedestrian and bicycle path, would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. The area where Project work may occur would continue to be used as a roadway. No historically significant views would be obscured and no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Suitland Parkway.

Furthermore, no Project activity would alter the property's feeling as a 1940s parkway, or its association with World War II-era transportation.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Suitland Parkway.

Figure 39. Project activity in the vicinity of the Suitland Parkway





Figure 40. View north to the South Capitol Street corridor and the vicinity of the Frederick Douglass Memorial Bridge and the Suitland Parkway, from the intersection of South Capitol Street SE and Firth Sterling Avenue SE

12. Recommended Anacostia Historic District Boundary Expansion

Roughly bounded by Shannon Place SE, Chicago Street SE, Martin Luther King, Jr. Avenue SE, Howard Road, CSX Railroad tracks

Historic Property Summary

The recommended Anacostia Historic District boundary expansion includes 99 properties, constructed as early as 1901. The majority of the buildings date to the 1910s and 1920s. The boundary expansion area is located immediately adjacent to the southwest section of the Anacostia Historic District, listed in the NRHP in 1978. Although the boundary expansion has not yet been approved by the NRHP and listed, it has been determined eligible by the DC SHPO. The recommended boundary expansion primarily includes residential buildings, but also contains educational, religious, and commercial buildings. Residents living in the boundary expansion were typically working-class African American and Caucasian residents and the boundary expansion includes an African American school and several African American churches. Typically restrained interpretations of the Classical Revival and Colonial Revival styles, buildings located within the recommended boundary expansion represent the same period and patterns of development as those located within the Anacostia Historic District.

The recommended Anacostia Historic District boundary expansion is eligible for listing in the NRHP under Criterion A for its association with early-twentieth-century community planning and development and for the area's connection to the African American community. The recommended Anacostia Historic District Boundary Expansion is also eligible under Criterion C as an example of a working-class neighborhood containing homes, churches, schools, and commercial buildings executed in restrained interpretations of the Classical Revival and Colonial Revival styles.

Assessment of Effects

A small portion of the LOD extends into the historic property boundary of the recommended Anacostia Historic District boundary expansion on Martin Luther King Avenue SE at Howard Road. Utility work and subsequent paving within right-of-way is proposed for this area. No contributing features will be impacted.

Project-related work on the Suitland Parkway will occur to the north of the Anacostia Historic District boundary expansion, outside of the boundary. A row of trees screens much of the historic district from potential work to the northwest of the district boundary, although some views of construction will be possible during certain times of the year.

No potential vibration impacts to this property have been identified during Project studies.

Studies indicate a potential for a minor average increase in noise levels by the year 2040 as a result of implementing the Revised Preferred Alternative. These increases would not impact the continued use of the historic property for its intended or original purpose. Short-term construction activities may introduce temporary noise in the property's vicinity. Construction-related noise would be minimized by implementing basic best practices such

as working only at certain times of day or using equipment that would be selected specifically to reduce noise impacts. Noise mitigation measures are included in the Project's SFEIS Environmental Commitments and will be required to be implemented by contractors. Therefore, according to the information in the studies, noise levels would have no adverse effect to the historic property.

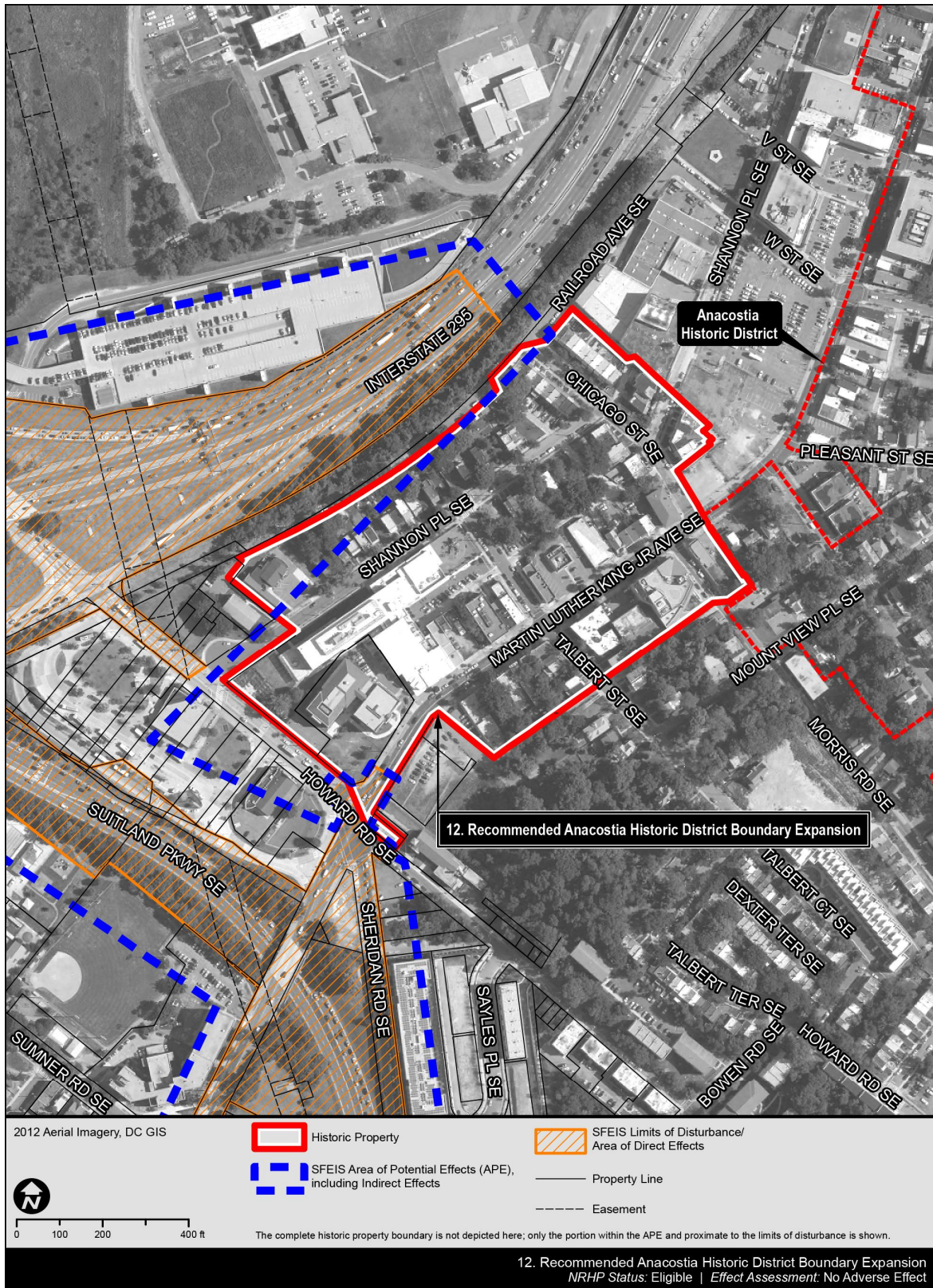
No physical impacts to the contributing features of the recommended Anacostia Historic District boundary expansion would occur as a result of Project implementation. Although the adjacent Suitland Parkway would be altered, no Project activity would impact contributing built or landscape features within the recommended Anacostia Historic District boundary expansion historic property boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the recommended Anacostia Historic District boundary expansion's integrity of setting. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. The area where Project work may occur would continue to be used as a roadway and no historically significant views would be obscured and no visual effects have been identified; however, construction work to the northwest of the district would be visible for portions of the year when vegetation would not screen the area. The construction work on the roadway would not constitute an adverse effect to the setting. Therefore, Project activity would have no adverse effect to the integrity of the setting of the recommended Anacostia Historic District boundary expansion.

Furthermore, no Project activity would alter the property's feeling as a residential historic district, or its association with community planning and African American neighborhoods in the District of Columbia.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Recommended Anacostia Historic District Boundary Expansion as part of the Anacostia Historic District.

Figure 41. Project activity in the vicinity of the Recommended Anacostia Historic District Boundary Expansion



13. Anacostia Park

1900 S Street SE

Historic Property Summary

The Anacostia Park is a 1,200 acre site administered by the National Park Service (NPS). As one of the largest parks in the District of Columbia, the property extends from the junction of the Anacostia and Potomac Rivers to the District of Columbia's border with Maryland. During the early twentieth century, much of Anacostia Park was created from dredging and mud flats as a component of the 1902 McMillan Plan. In 1932, Bonus Army veterans, who demanded cash payment for their military service, began rallying in the park and established a shanty town, which they named Camp Marks, while petitioning the government for unpaid bonuses promised for service during World War I. Langston Golf Course, constructed by the government for African Americans during the 1930s, is also located within the Anacostia Park. This was an attempt to prevent the desegregation of public facilities in the region.

The Anacostia Park is eligible for listing in the NRHP under Criterion A for its association with the creation of parklands during the first decade of the twentieth century as part of the McMillan Plan for the City of Washington, DC, and for its role in desegregation efforts in Washington, DC. It is also eligible under Criterion C for its association with the Army Corps of Engineers' successful efforts to create the parklands from mudflats.

Assessment of Effects

A portion of the western area of Anacostia Park is located within the Project's LOD and the APE also extends to encompass viewsheds of the replacement bridge. The east traffic oval would have connections with Anacostia Drive in Anacostia Park; existing roads would be tied into the oval (see Figure 4). Landscape improvements would also occur within the park; planting plans will be developed in consultation with NPS staff. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the contributing features of Anacostia Park would occur as a result of Project implementation. These identified contributing features include the seawalls; Anacostia Field House; WASA Anacostia Shoreline Pump Station (referred to as the Engineer's Building in some documentation); Kenilworth Aquatic Gardens; and Langston Golf Course. Although the existing roads would be connected to the traffic oval, which would be outside of the park's historic property boundary, no Project activity would impact contributing built or landscape features within Anacostia Park's historic property boundary. Therefore, no adverse effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to Anacostia Park's integrity of setting or the character-defining features of its immediate setting. The area where Project work would occur would continue to be used as a roadway and no historically significant views would be obscured and no visual effects have been identified.

The proposed Project work will not introduce new elements in proximity to contributing features, although Anacostia Drive near the WASA Anacostia Shoreline Pump Station will be widened to allow access and egress to the park when the current ramps to the bridge are removed and the east oval is installed. The road will include shared use paths and new tree plantings on each side. No new features will be introduced in the vicinity of the station. Project activity visible from Anacostia Park will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is adjacent to the park's historic property boundary and the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed.

The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from Anacostia Park are not historic and are not character-defining features of the park. While construction may be visible from select vantage points of Anacostia Park's shoreline, such infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of Anacostia Park.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century park or its association with both the Army Corps of Engineers and the McMillan Plan.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Anacostia Park.

Figure 42. Project activity in the vicinity of the Anacostia Park





Figure 43. View northwest across the Anacostia River toward the vicinity of the Frederick Douglass Memorial Bridge and the South Capitol Street Corridor from within the Anacostia Park, at Anacostia Drive

14. WASA Anacostia Shoreline Pump Station

Located on the Anacostia River's south bank at a bend in the river known as Poplar Point

Historic Property Summary

The WASA Anacostia Shoreline Pump Station is located within Anacostia Park and is associated with the Beaux-Arts Main Sewerage Pump Station, located across the Anacostia River on its north bank. The WASA Anacostia Shoreline Pump Station is the closest landfall for pipes, crossing beneath the river, from the Main Sewerage Pump Station. Dating to ca. 1903-1907, the shoreline pump station was likely constructed with the Main Sewerage Pump Station (1907) and features similar characteristics and materials. The WASA Anacostia Shoreline Pump Station is a small open-air pavilion that provides shelters for control wheels and pump valves. The pump station's design reflects early-twentieth-century City Beautiful Movement ideals and was constructed as part of the city's early-twentieth-century implementation of an integrated water and sewer system. The WASA Anacostia Shoreline Pump Station is eligible for listing in the NRHP under Criterion C as an excellent example of a public works building influenced by the City Beautiful Movement and for the property's engineering importance as an early component of the city's integrated water and sewer system.

Assessment of Effects

The WASA Anacostia Shoreline Pump Station is located outside of the Project's LOD; nearby Project work and viewsheds of the replacement bridge were considered in the effects assessment. The east traffic oval would have connections with Anacostia Drive in Anacostia Park near the pump station; existing roads would be tied into the oval. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the WASA Anacostia Shoreline Pump Station would occur as a result of Project implementation. Although existing nearby roads would be connected to the traffic oval, which would be outside of the pump station's historic district boundary, no Project activity would occur within the historic property boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the WASA Anacostia Shoreline Pump Station's integrity of setting or the character-defining features of its immediate setting. The proposed Project work will not introduce new elements in proximity to the WASA Anacostia Shoreline Pump Station, although an existing road near the station will be repaved when the current ramps to the bridge are removed and the east oval is installed. No new features will be introduced in the vicinity of the station. The area where Project work would occur would continue to be used as a roadway and no historically significant views would be obscured and no visual effects have been identified. Project activity visible from the pump station will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is visible from the pump station and the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge

will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the pump station are not historic and are not character-defining features of the station. While construction may be visible from the pump station, such infrastructure projects are typical in urban settings and will not affect the historic character of the property, which is a utilitarian building. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the WASA Anacostia Shoreline Pump Station.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century pump station or its association with the District of Columbia's infrastructure.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the WASA Anacostia Shoreline Pump Station.

Figure 44. Project activity in the vicinity of the WASA Anacostia Shoreline Pump Station

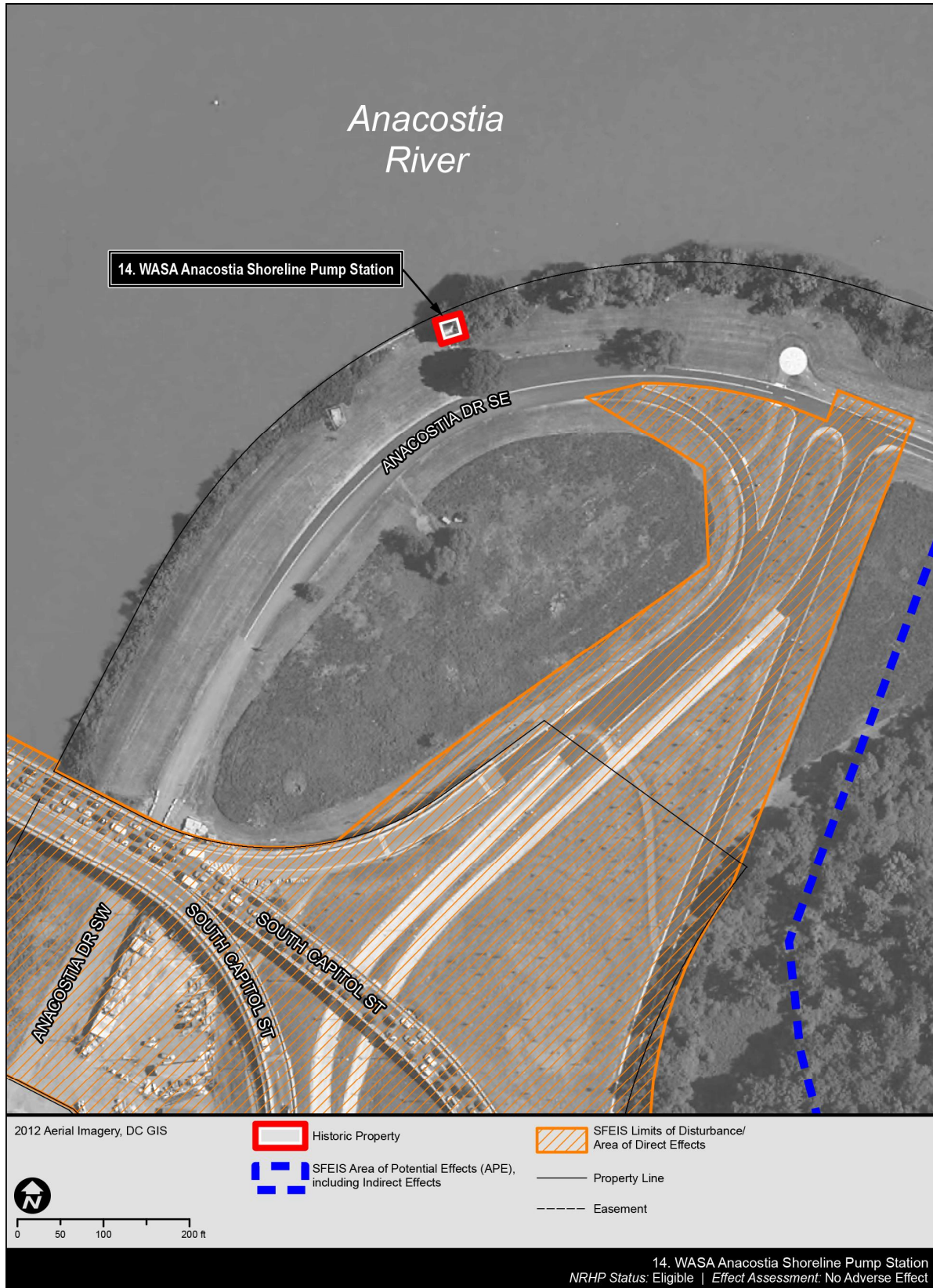




Figure 45. View southwest toward the Frederick Douglass Memorial Bridge from the WASA Anacostia Shoreline Pump Station



Figure 46. View southwest toward the Frederick Douglass Memorial Bridge from the WASA Anacostia Shoreline Pump Station, at Anacostia Drive

15. Old National Capitol Pumphouse

On piers adjacent the Anacostia River's west bank, south of the intersection of Potomac Avenue SE and 1st Street SE

Historic Property Summary

The Old National Capitol Pumphouse was constructed ca. 1915 and previously served as a pump house for the U.S. Capitol Water Supply. The brick single-story pump house features Mediterranean influences and sits on piers over the Anacostia River. The Old National Capitol Pump House was taken out of service at an unknown date and is now utilized by the Earth Conservation Corps as an office space. The building's interior has been substantially altered as a result of this. The Old National Capitol Pumphouse is eligible for listing in the NRHP under Criterion A for its association with the operations of the U.S. Capitol during the early twentieth century.

Assessment of Effects

The Old National Capitol Pumphouse is located outside of the Project's LOD; nearby Project work and viewsheds of the replacement bridge were considered in the effects assessment. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the Old National Capitol Pumphouse would occur as a result of Project implementation. No Project activity would occur within the historic property boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

South Capitol Street Project implementation would have no adverse effect to the Old National Capitol Pumphouse's integrity of setting or the character-defining features of its immediate setting. No historically significant views would be obscured and no visual effects have been identified. Project activity visible from the pumphouse will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is visible from the pumphouse and the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the pumphouse are not historic and are not character-defining features of the pumphouse. While construction may be visible from the pumphouse, such infrastructure projects are typical in urban settings and will not affect the historic character of the property, which is a utilitarian building. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Old National Capitol Pumphouse.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century pump station or its association with the District of Columbia's infrastructure.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Old National Capitol Pumphouse.

Figure 47. Project activity in the vicinity of the Old National Capitol Pumphouse

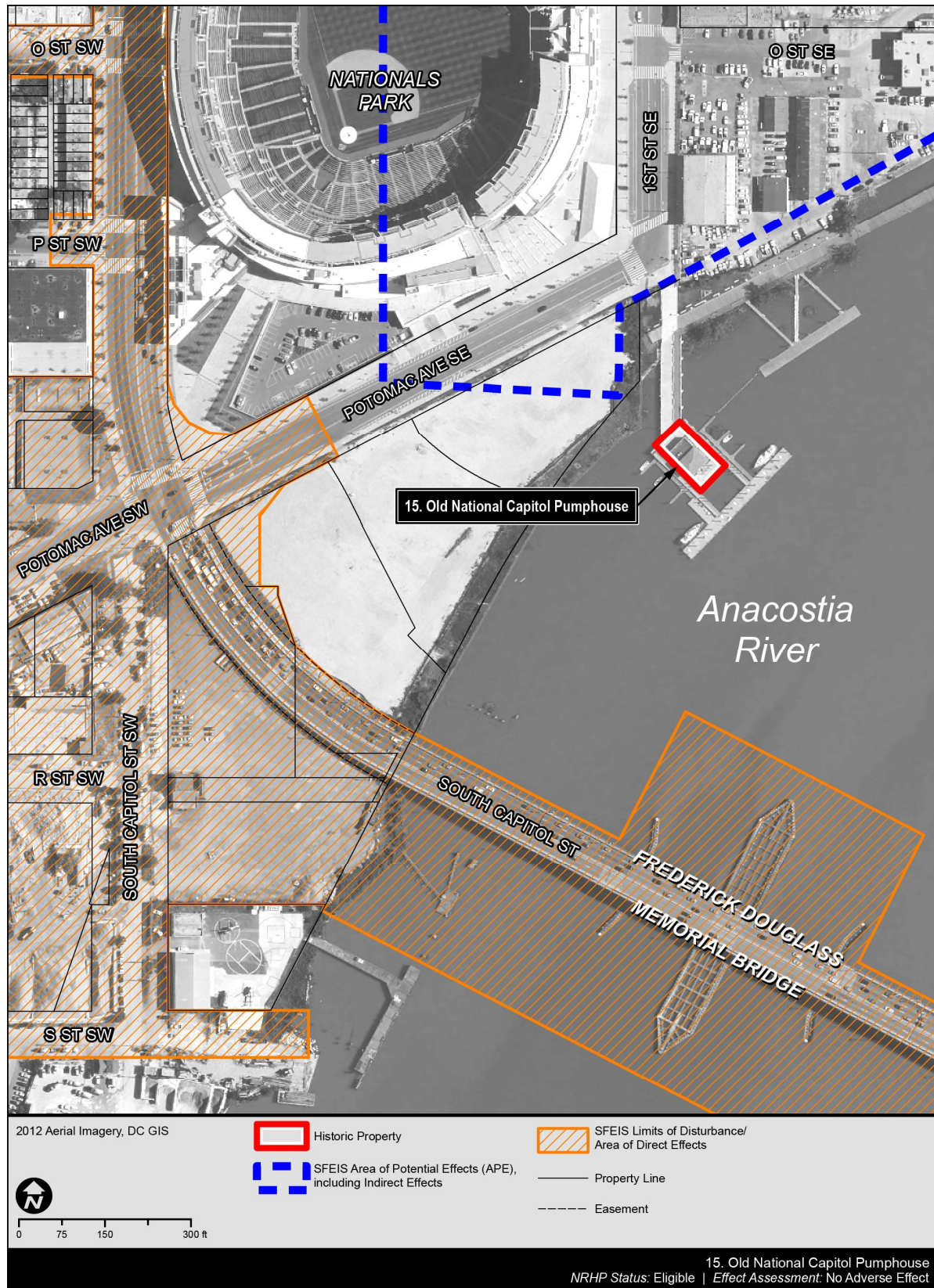




Figure 48. View south toward the Old National Capitol Pumphouse and the Frederick Douglass Memorial Bridge from the intersection of Potomac Ave SE and 1st Street SE.



Figure 49. View south toward the Frederick Douglass Memorial Bridge from 1st Street SE, north of the Old National Capitol Pumphouse.

16. Main Sewerage Pumping Station, District of Columbia

125 O Street SE

Historic Property Summary

The Main Sewerage Pump Station is located immediately east of 2nd Street SE and extends between N Street SE and the Anacostia River's north bank. Clement August Didden, of the architectural firm Didden, Didden, & Vogt, designed the Main Sewerage Pumping Station. The building was completed in 1907. Didden designed the two-and-one-half story red brick pumping station in the Beaux-Arts style, reflecting late Renaissance Revival-style features. Though the pumping station was begun in 1903, the building's inception dates to 1889, when the President of the United States appointed a board of sanitary engineers to devise a plan for sewage disposal in Washington, DC. As the board implemented the sewage system, the Main Sewerage Pumping Station's design and development corresponded with the rise of the City Beautiful Movement, an effort to beautify cities through improved municipal services and civic projects. The Main Sewerage Pumping Station is listed in the NRHP under Criterion A as an excellent example of a high-style public works project that is a direct manifestation of the City Beautiful Movement and under Criterion C as an excellent example of Beaux-Arts architecture.

Assessment of Effects

The Main Sewerage Pump Station is located outside of the Project's LOD; nearby Project work and viewsheds of the replacement bridge were considered in the effects assessment. No potential noise or vibration impacts to this property have been identified during Project studies.

No physical impacts to the Main Sewerage Pump Station would occur as a result of Project implementation. No Project activity would occur within the historic property boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Project implementation would have no adverse effect to the Main Sewerage Pump Station's integrity of setting or the character-defining features of its immediate setting. No historically significant views would be obscured and no visual effects have been identified. Project activity visible from the pump station will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is visible from select vantage points outside of the pump station and the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the pump station are not historic and are not character-defining features of the pump station. While construction may be visible from select vantage points, such infrastructure projects are typical in urban settings and will not affect the historic character of the property, which is a utilitarian building. Project implementation would have no adverse effect to the property's visual setting or the

character-defining features of its immediate setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Main Sewerage Pump Station.

Furthermore, no Project activity would alter the property's feeling as an early-twentieth-century Beaux Arts pump station or its association with the District of Columbia's infrastructure.

Based on this evaluation, the South Capitol Street Project would have no adverse effect to the Main Sewerage Pumping Station, District of Columbia.

Figure 50. Project activity in the vicinity of the Main Sewerage Pumping Station, District of Columbia

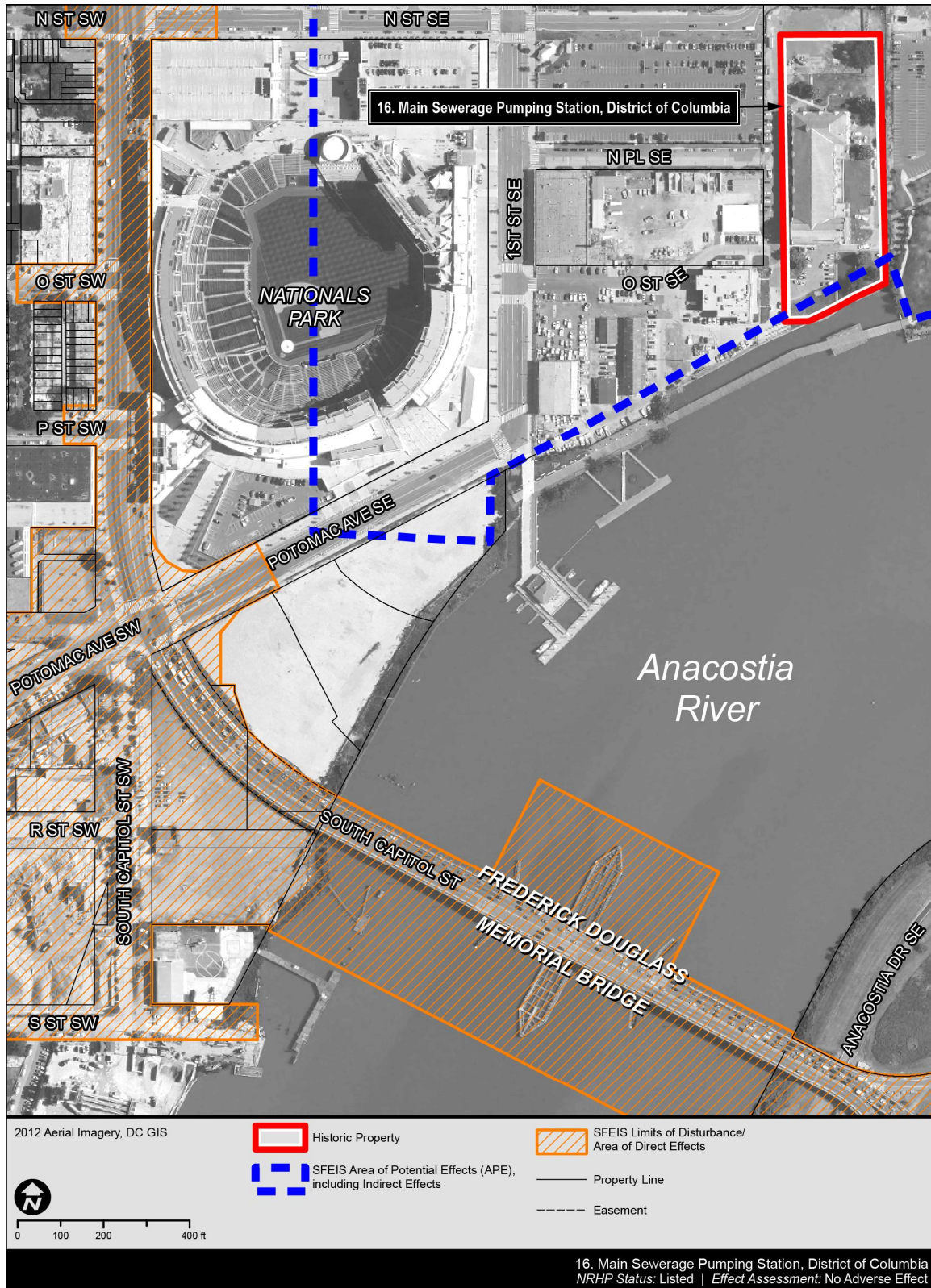




Figure 51. View to the Frederick Douglass Memorial Bridge from the Main Sewerage Pumping Station, District of Columbia

17. Washington Navy Yard Annex Historic District

Bounded by M Street SE to the north, Isaac Hull Avenue to the east, the Anacostia River to the south, and 2nd Street SE to the west

Historic Property Summary

The Washington Navy Yard Annex Historic District comprises the westward development of the Washington Navy Yard that began during the late nineteenth century to accommodate gun and ordnance manufacture. The Navy Yard's wall was extended to enclose the annex, which served as the center for Naval weapons production during World Wars I and II and includes one of the largest collections of industrial buildings in Washington, DC. The annex's contributing buildings include two primary types: multi-story concrete buildings and foundry-type buildings spanned by roof trusses, which created spaces large enough to accommodate assembly lines. The Washington Navy Yard was renamed the U.S. Naval Gun Factory in 1945, but weapons production stopped in 1962.

The Washington Navy Yard Annex Historic District is listed in the NRHP under Criterion A for its association with crucial naval weapons and ordnance development during World Wars I and II and under Criterion C for its collection of well-preserved twentieth-century industrial buildings associated with development of ordnance and weapons technology.

Assessment of Effects

In the vicinity of the Washington Navy Yard Annex Historic District, the Project components would occur along New Jersey Avenue SE, M Street SE, and South Capitol Street. This activity is primarily limited to streetscape improvements at New Jersey Avenue SE, M Street SE's reconstruction, and the transition of South Capitol Street into a grand urban boulevard. All of this work would occur at-grade and within each street's right-of-way. Approximately 20 feet span between the historic district's north M Street SE boundary and the Project's LOD at New Jersey Avenue, and approximately 380 feet span between the historic district's 1st and M Streets SE corner and the Project's LOD at M Street SE.

A greater distance, approximately 800 feet, spans between the historic district's west 1st Street SE boundary and the Project's LOD boundary at South Capitol Street. The Frederick Douglass Memorial Bridge's replacement bridge construction would also occur within the district's viewshed. No potential noise or vibration impacts to the property have been identified during studies.

No physical impacts to the Washington Navy Yard Annex Historic District would occur as a result of Project implementation. No Project activity would occur within the historic district's NRHP boundary. Therefore, no effects to the Washington Navy Yard Historic District's integrity of location, design, materials, and workmanship would occur.

The Project activity would have no adverse effect to the historic district's integrity of setting or the character-defining features of its immediate setting. At-grade streetscape and roadway improvements to New Jersey Avenue SE, M Street SE, and South Capitol Street would have no effect to the historic district's setting. No historically significant views would

be obscured and no visual effects have been identified. Project activity visible from the Washington Navy Yard Annex Historic District will occur as a result of the Frederick Douglass Memorial Bridge replacement. The current bridge is visible from the historic district although it is 1,650 feet from the historic district; the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge.

The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the Washington Navy Yard Annex Historic District are not historic and are not character-defining features of the district. While construction may be visible from select vantage points, such infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Washington Navy Yard Annex Historic District.

Furthermore, no Project activity would alter the historic district's feeling as a late nineteenth and early-to-mid-twentieth century industrial complex or its association with weapons production and ordnance technology development carried out by the United States Navy. Therefore, no impact to the district's integrity of feeling or association would occur.

Based on this evaluation, South Capitol Street Project activity would have no adverse effect to the Washington Navy Yard Annex Historic District.

Figure 52. Project activity in the vicinity of the Washington Navy Yard Annex Historic District

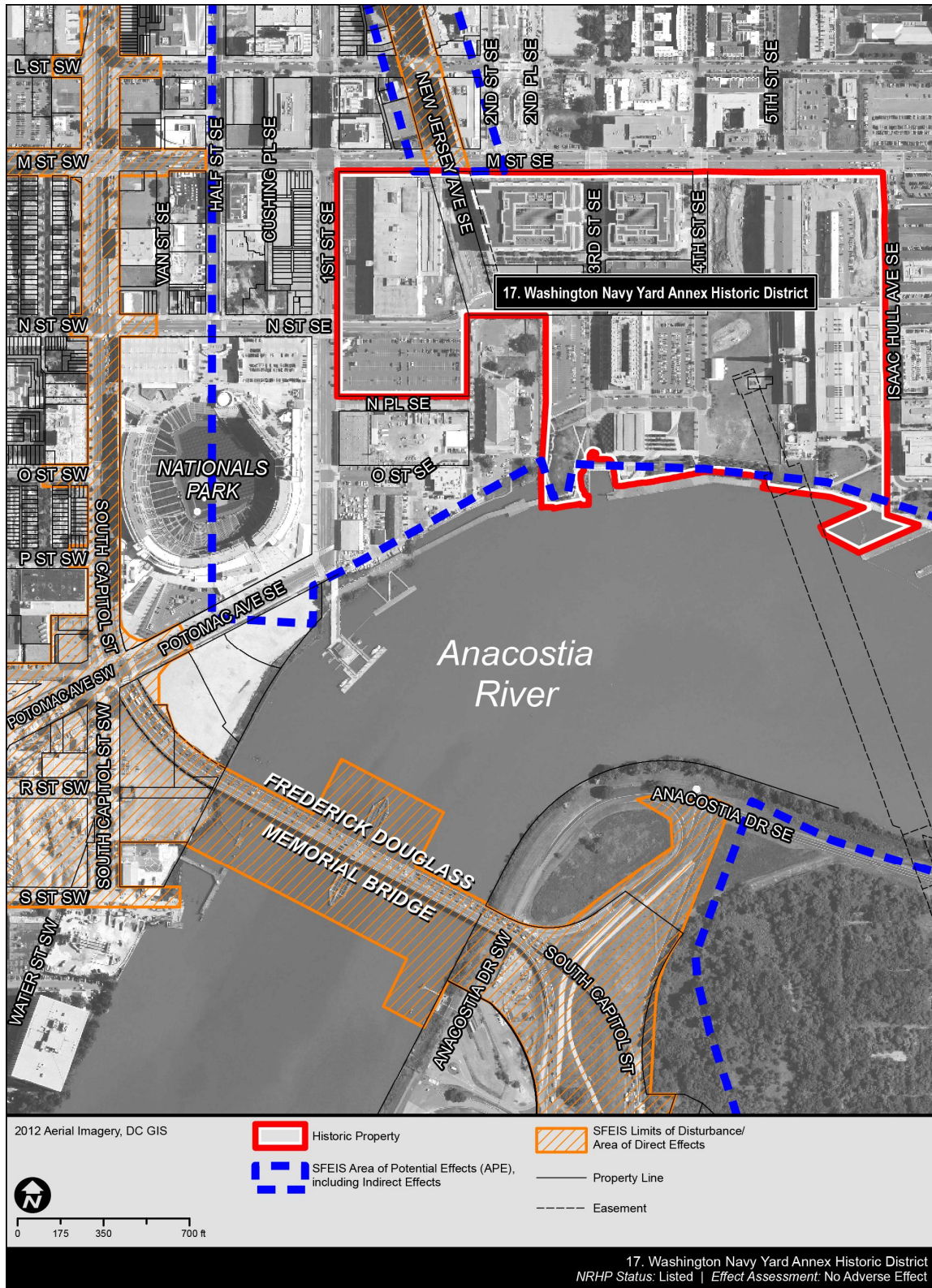




Figure 53. View southeast toward the Frederick Douglass Memorial Bridge from the Washington Navy Yard Annex Historic District, from the Anacostia Riverwalk Trail near Isaac Hull Avenue SE

18. Washington Navy Yard Historic District

8th and M Streets SE (Main Entrance), bounded by the Anacostia River to the south

Historic Property Summary

As the United States Navy's first home port, the Washington Navy Yard Historic District served as the Navy's center for early operations. The Navy made significant developments in weaponry and defense at the yard during the early nineteenth century, elevating the young United States to a world superpower in a relatively short amount of time. Early permanent development at the yard includes extant residences for officers—the Second Officer's House (1801) and the Tingey House (1804)—and the yard's Main Gate (1806). Following the War of 1812, the Washington Navy Yard began to take on an increasingly industrial character. The Navy manufactured ship equipment, conducted research, repaired battle damaged ships, and corrected manufacturing deficiencies at the yard until 1945. Following World War II, the Washington Navy Yard became the "United States Naval Gun Factory." The gun factory closed in 1962 and the yard's industrial buildings were converted into office spaces for naval administrative needs in 1964. While the interior of these industrial buildings have been altered, the exterior historical appearance of the yard remains intact.

The Washington Navy Yard Historic District is listed in the NRHP and has also been designated as a National Historic Landmark (NHL). The Navy Yard Historic District is listed under Criterion A for its connection to the early history of the United States and development of the United States Navy; under Criterion B for the important innovations developed by significant individuals at the yard; and under Criterion C for the yard's well-preserved nineteenth and early-twentieth century industrial architectural appearance.

Assessment of Effects

All proposed work will occur outside of the Washington Navy Yard's historic property boundary. The district is included in the revised APE primarily to consider potential changes to historic, character-defining viewsheds. No potential noise or vibration impacts to the Washington Navy Yard Historic District have been identified.

The Project would have no physical impacts to the Washington Navy Yard Historic District. No Project activity would occur within the historic district's NRHP boundary. Therefore, Project activity would have no effect to the district's integrity of location, design, materials, and workmanship.

The Project activity would have no adverse effect to the historic district's integrity of setting or the character-defining features of its immediate setting. At-grade streetscape and roadway improvements to New Jersey Avenue SE, M Street SE, and South Capitol Street would have no effect to the historic district's setting. No historically significant views would be obscured and no visual effects have been identified. Project activity visible from the Washington Navy Yard Historic District will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is visible from the historic district

although it is 2,620 feet from the historic district; the replacement bridge will occur to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the Washington Navy Yard Historic District are not historic and are not character-defining features of the district. While construction may be visible from select vantage points, such infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Washington Navy Yard Historic District.

Furthermore, no Project activity would alter the district's feeling as a nineteenth and early-twentieth-century industrial navy yard or its association with the development of the United States Navy. Therefore, no impact to the district's integrity of feeling or association would occur.

Based on this evaluation, the Project implementation would have no adverse effect to the Washington Navy Yard Historic District.

Figure 54. Project activity in the vicinity of the Washington Navy Yard Historic District

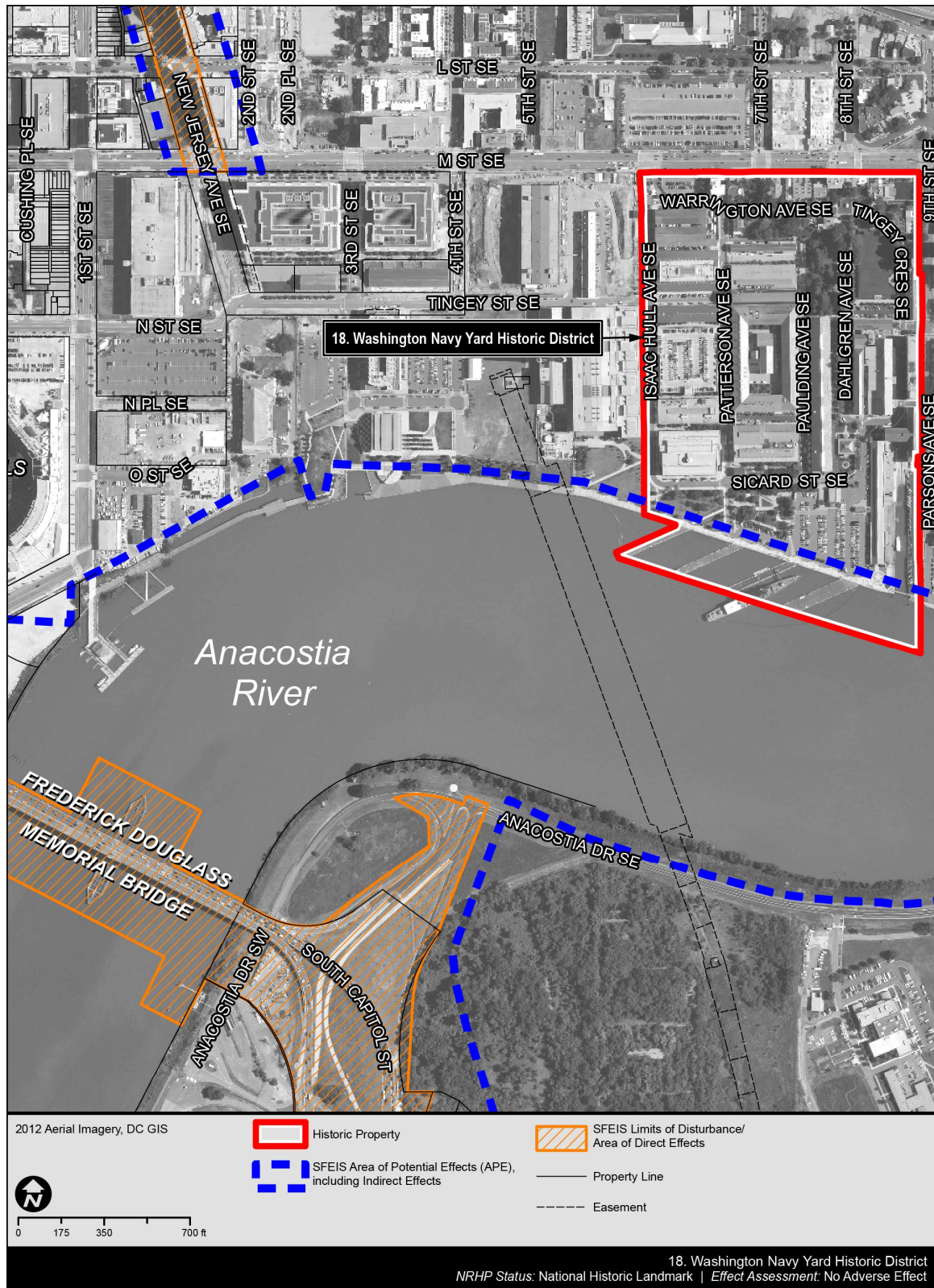




Figure 55. View southeast toward the Frederick Douglass Memorial Bridge from the Washington Navy Yard Historic District, from the Anacostia Riverwalk Trail



Figure 56. View southeast toward the Frederick Douglass Memorial Bridge from the Washington Navy Yard Historic District, from the Anacostia Riverwalk Trail near Parsons Avenue SE

19. Washington Navy Yard East Extension

Bounded by M Street SE to the north, the Anacostia River to the south, and 2nd Street SE to the west

Historic Property Summary

The Washington Navy Yard East Extension comprises the eastward development of the Washington Navy Yard that accommodated an expanding complex of industrial buildings devoted to naval weapons development and testing. Carried out between 1902 and 1945, the most comprehensive building campaign occurred from ca. 1918 to 1944, after the navy acquired a large portion of land in 1917. With World War I approaching, the Navy recognized the need for expansion; these buildings were crucial to the development of ordinance technology and naval weapons testing during World Wars I and II.

The Washington Navy Yard East Extension is eligible for listing in the NRHP under Criterion A for its association with the development of ordinance technology and naval weapons testing crucial to the United States' twentieth-century wartime strength and the nation's role during World Wars I and II; it is also eligible under Criterion C for its extant collection of well-preserved industrial buildings associated with the yard's development of ordinance technology and testing of naval weapons during the first half of the twentieth century.

Assessment of Effects

All proposed work will occur outside of the Washington Navy Yard's historic property boundary. The historic district is included in the revised APE primarily to consider potential changes to historic, character-defining viewsheds. No potential noise or vibration impacts to the Washington Navy Yard Historic District have been identified.

The Project activity would have no physical impact to the Washington Navy Yard East Extension. No Project activity would occur within the district's NRHP boundary. Therefore, no effect to the historic district's integrity of location, design, materials, and workmanship would occur.

The Project activity would have no adverse effect to the district's integrity of setting or the character-defining features of its immediate setting. At-grade streetscape and roadway improvements to New Jersey Avenue SE, M Street SE, and South Capitol Street would have no effect to the district's setting. No historically significant views would be obscured and no visual effects have been identified. Project activity visible from the Washington Navy Yard East Extension will occur as a result of the Frederick Douglass Memorial Bridge replacement. The current bridge is visible from the historic district although it is 3,500 feet distant to the southwest. Although detailed bridge design has not been completed, at this time a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment than the current bridge. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the Washington Navy Yard East Extension are not historic and are not character-defining features of the district. While construction may be visible from select vantage points, such

infrastructure projects are typical in urban settings and will not affect the historic character of the property. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the Washington Navy Yard East Extension.

Additionally, Project activity would have no effect the Washington Navy Yard East Extension's feeling as an early-to-mid-twentieth century industrial complex or its association with the development of ordnance technology or weapons testing carried out by the United States Navy. Therefore, no impact to the Washington Navy Yard East Extension's integrity of feeling or association would occur.

Based on this evaluation, the Project would have no adverse effect to the Washington Navy Yard East Extension.

19. Washington Navy Yard East Extension

2012 Aerial Imagery, DC GIS

Historic Property

SFEIS Area of Potential Effects (APE), including indirect effects

SFEIS Limits of Disturbance/ Area of Direct Effects

Property Line

Easement

0 225 450 900 ft

19. Washington Navy Yard East Extension
NRHP Status: Eligible | Effect Assessment: No Adverse Effect



Figure 58. View east toward the vicinity of the Frederick Douglass Memorial Bridge from the Washington Navy Yard East Extension, from the Anacostia Riverwalk Trail

20. The L'Enfant Plan of the City of Washington, DC

See map for the portion of the L'Enfant Plan that is within the Project's APE

Historic Property Summary

The L'Enfant Plan of the City of Washington, DC, is a Baroque city plan with Beaux Arts components. Designed for the City of Washington by Pierre L'Enfant, the plan employs a regular orthogonal grid (which is the lettered and numbered streets in the city) that is intersected by diagonal, radiating avenues. Important contributing components of the L'Enfant Plan include parks, medians, avenues, and reservations. The L'Enfant Plan of the City of Washington, DC, is listed in the NRHP under Criterion A for its influence on city planning efforts nationwide; under Criterion B for its association with Pierre L'Enfant and other important organizations and designers; and under Criterion C as a well-preserved Baroque city plan with Beaux Arts modifications.

Assessment of Effects

The L'Enfant Plan of the City of Washington, DC is located within of the Project's LOD. No potential noise or vibration impacts to the plan's contributing elements have been identified during Project studies. Proposed Project activity would result in a realignment of the established pattern of the plan, most notably with the installation of the west oval, an element that is not consistent with the historic plan. (See Figure 4.) The oval also would impact the historic alignment of Potomac Avenue SW, interrupting its axial alignment, which is a character-defining feature of the L'Enfant Plan. Reservation 245, which is undeveloped but considered a contributing element, would also be interrupted by the oval. The introduction of the oval's new built components is not compatible with the historic plan and would remove historic alignments and associated materials that defined the plan. Therefore, the plan's integrity of location, design, materials, and workmanship would be adversely affected.

The Project implementation would have an adverse effect to the L'Enfant Plan of the City of Washington, DC's integrity of setting by altering character-defining features including the axial road alignment by introducing a large traffic oval to the plan. Minimization measures have been included in the Project planning process. The historic visual axial alignment will be maintained through the oval by avoiding visual obstructions or plantings. However, despite these minimization measures, Project implementation would have an adverse effect to the plan's visual setting and character-defining features. Therefore, Project activity would have an adverse effect to the integrity of the setting.

Finally, Project activity would alter the plan's feeling as a Baroque city plan and its association with the District of Columbia's influential early city planning efforts by interrupting the axial alignment of Potomac Avenue SW.

Based on this evaluation, the South Capitol Street Project would have an adverse effect to The L'Enfant Plan of the City of Washington, DC.

Figure 59. Project activity in the vicinity the L'Enfant Plan of the City of Washington, DC



21. United States Capitol

Capitol Hill

Historic Property Summary

The United States Capitol not only represents the skillful work of many notable nineteenth-century architects, builders, and craftsmen, but it is also renowned for its association with the United States' political leaders and military commanders, as well as international leaders. As the first major example of Federal architecture in the country, the United States Capitol displays English Neoclassical architectural character. The building's interior includes many Federal and Greek Revival spaces. In 1792, Congress selected plans for the capitol building submitted by British amateur architect William Thornton. Numerous architects oversaw different stages of the building's construction between 1783 and 1807, including Benjamin Henry Latrobe. British troops burned the capitol building in 1814 and Latrobe was hired to develop plans and oversee the building's reconstruction.

Though work was still ongoing in 1817, Latrobe was relieved from the project and Boston architect Charles Bulfinch took over in 1818. The reconstruction effort was completed in 1829. The United States' continued growth later prompted the building's expansion, approved in 1850. One year later, architect Thomas U. Walter oversaw construction on two Renaissance Revival-style wings for the House and Senate, which he designed along with a larger dome for the building. Engineer Montgomery Meigs was later hired to supervise this work. The wings were completed in 1857 and 1859; the dome was not finished until 1863. Work on the building's interior continued through the nineteenth century. Modifications to the building's exterior, mainly repairs, alterations, and more recently restorations, were carried out throughout the twentieth century. An addition to the building's East Wing was executed between 1958 and 1962.

The United States Capitol was designated as a National Historic Landmark in 1960. Though documentation does not stipulate under which Criteria the buildings is designated because the designation predates the establishment of the NRHP, but it is assumed that property is eligible under Criteria A, B, and C.

Assessment of Effects

All proposed work will occur outside of the United States Capitol's historic property boundary. The United States Capitol is included in the revised APE primarily to consider potential changes to historic, character-defining viewsheds. No potential noise or vibration impacts to the United States Capitol have been identified.

The Project would have no physical impacts to the United States Capitol. No Project activity would occur within the United States Capitol's NHL boundary. Therefore, Project activity would have no effect to the United States Capitol's integrity of location, design, materials, and workmanship.

The Project activity would have no adverse effect to the United States Capitol's integrity of setting or the character-defining features of its immediate setting. Streetscape

enhancements and pedestrian improvements to South Capitol Street will occur 1,340 feet south of the United States Capitol and would have no effect to the setting. No historically significant views from the United States Capitol would be obscured and no visual effects have been identified, although it is possible that some streetscape improvements and pedestrian enhancements may be minimally visible from the building's dome. Project activity will not be visible from the United States Capitol at street level because of vegetation consisting of tree cover as well as signage typical in urban settings that interferes with views to the project area. Additionally, the elevated multilane Southeast/Southwest Freeway (I-695) substantially obstructs the views from the United States Capitol to the majority of the Project area at ground level.

No visual effects will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is not visible from ground level at the United States Capitol. The Frederick Douglass Memorial Bridge was built in 1949 and is not eligible for listing in the NRHP; viewsheds to the bridge from the United States Capitol are not historic and are not character-defining features of the NHL.

The replacement bridge will be 7,800 feet from the dome. Although detailed bridge design has not yet been completed, at this time, a bridge of similar scale and materials is proposed. The bridge will be on a slightly different alignment to the southwest of the current bridge. While construction may be visible from select vantage points in the dome, the new bridge located 7,800 feet from the United States Capitol will not affect its historic character.

Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting. Views to the United States Capitol are important within the Project area; however, views from the United States Capitol to the not eligible Frederick Douglass Memorial Bridge are not significant. Because no historically significant views would be obscured or altered, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the United States Capitol.

Furthermore, no Project activity would alter the United States Capitol's feeling as a nationally significant monument to democracy or its association with the development of the United States government and related significant legislation. Therefore, no impact to the United States Capitol's integrity of feeling or association would occur.

Based on this evaluation, the Project implementation would have no adverse effect to the United States Capitol.

Figure 60. Project activity in the vicinity of the United States Capitol

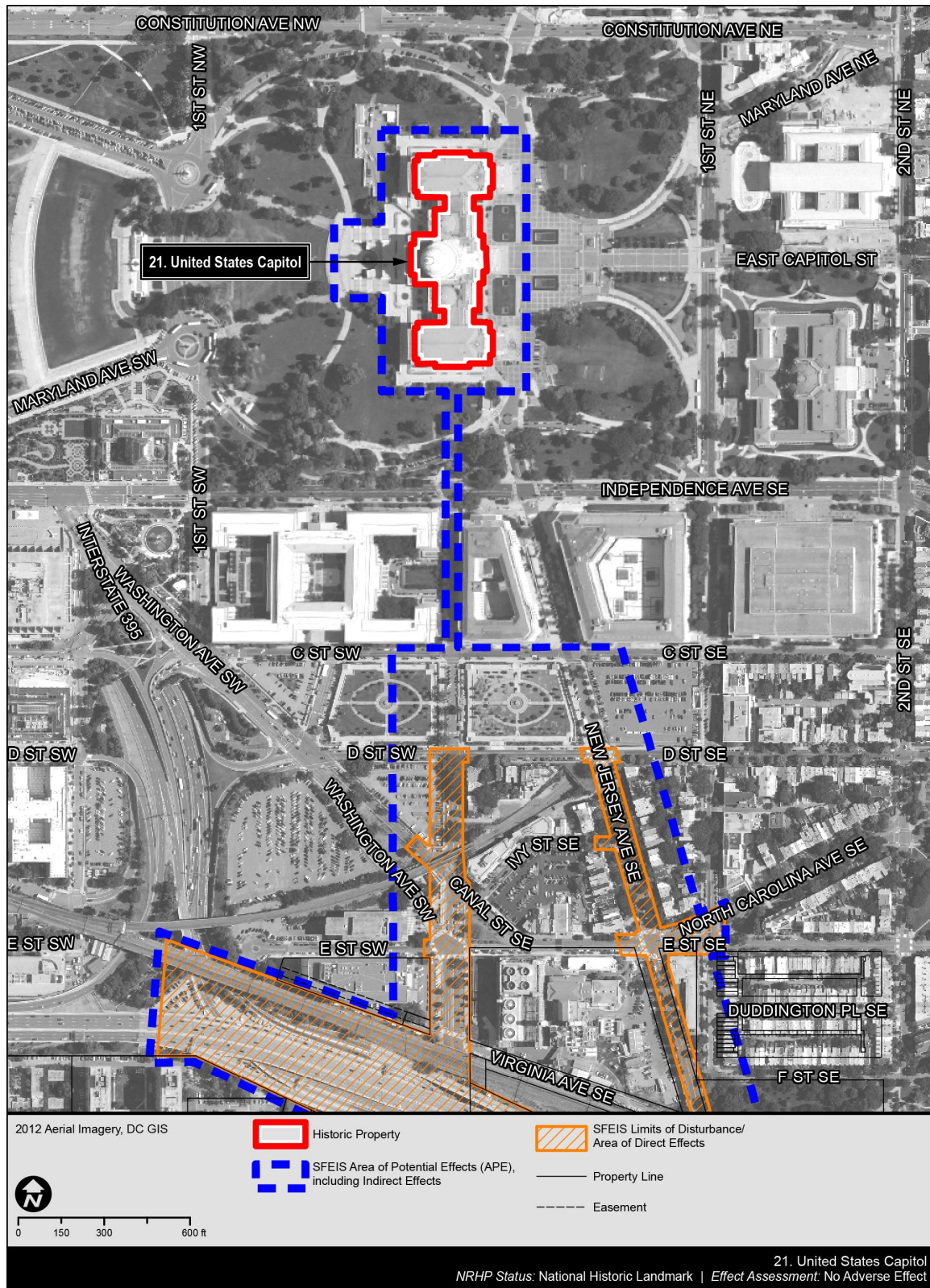




Figure 61. View to the north showing the United States Capitol from the Project area



Figure 62. View of the Project area to the south from E Street SW and South Capitol Street

22. USS Barry

Washington Navy Yard

Historic Property Summary

Commissioned in 1956 by the US Navy and constructed in Bath, Maine, the USS *Barry* (DD-933) is a 2,780-ton Forrest Sherman class destroyer named in honor of Commodore John Barry (1745-1803). The vessel made the first of several Mediterranean Sea voyages in mid-1957 and later supported carrier operations during the Lebanon Crisis in 1958. After the addition of large SQS-23 sonar equipment in 1959, the destroyer has featured a distinctive “clipper” bow profile. This equipment was tested and demonstrated for several years before the USS *Barry* returned to the Mediterranean in 1962. Notable activity during the next several years included involvement in Cuban Missile Crisis operations (1962) and Vietnam War combat duty (1965-66). The destroyer later underwent a two-year-long modernization and was recommissioned in 1968. Voyages throughout Europe were conducted during the 1970s. While homeported in Greece (1972-75), the vessel conducted NATO exercises and anti-submarine operations. The USS *Barry* joined U.S. forces in the Middle East for Persian Gulf Service twice, in 1979 and 1981. After that second tour, the USS *Barry* was decommissioned in November 1982. The ship has been moored at the Washington Navy Yard since 1983.

The USS *Barry* (DD-933) is potentially eligible for listing in the NRHP; consultation is ongoing between the US Navy and the DC SHPO on this subject. For the purposes of this project, the USS *Barry* (DD-933) is being treated as a historic property. This does not imply a formal determination of eligibility assessment.

Assessment of Effects

As a potentially historic vessel, the historic property boundary for the USS *Barry* would be limited to include only the ship itself. No potential noise or vibration impacts to the USS *Barry* have been identified.

The Project would have no physical impacts to the USS *Barry*. No Project activity would occur within the USS *Barry*'s NRHP boundary. Therefore, Project activity would have no effect to the vessel's integrity of design, materials, and workmanship. Project efforts will not require the USS *Barry* to be moved and its integrity of location at the Washington Navy Yard will not be affected.

The Project activity would have no adverse effect to the USS *Barry*'s integrity of setting or the character-defining features of its immediate setting within the Anacostia River. Project activity visible from the USS *Barry* will occur as a result of the Frederick Douglass Memorial Bridge replacement; the current bridge is visible from the USS *Barry* although it is 2,570 feet from the USS *Barry*. While construction in Anacostia Park may be visible from the ship, it will be 1,180 feet away, across the Anacostia River. This Project work will not affect the historic character of the vessel. Project implementation would have no adverse effect to the property's visual setting or the character-defining features of its setting at the Washington

Navy Yard. Because no historically significant views would be obscured, no visual effects have been identified. Therefore, Project activity would have no adverse effect to the integrity of the setting of the USS *Barry*.

Furthermore, no Project activity would alter the USS *Barry*'s feeling as a twentieth-century Forrest Sherman class destroyer or its association with the development of the United States Navy and associated military efforts. Therefore, no impact to the USS *Barry*'s integrity of feeling or association would occur.

Based on this evaluation, the Project implementation would have no adverse effect to the USS *Barry*.

Figure 63. Project activity in the vicinity of the USS Barry

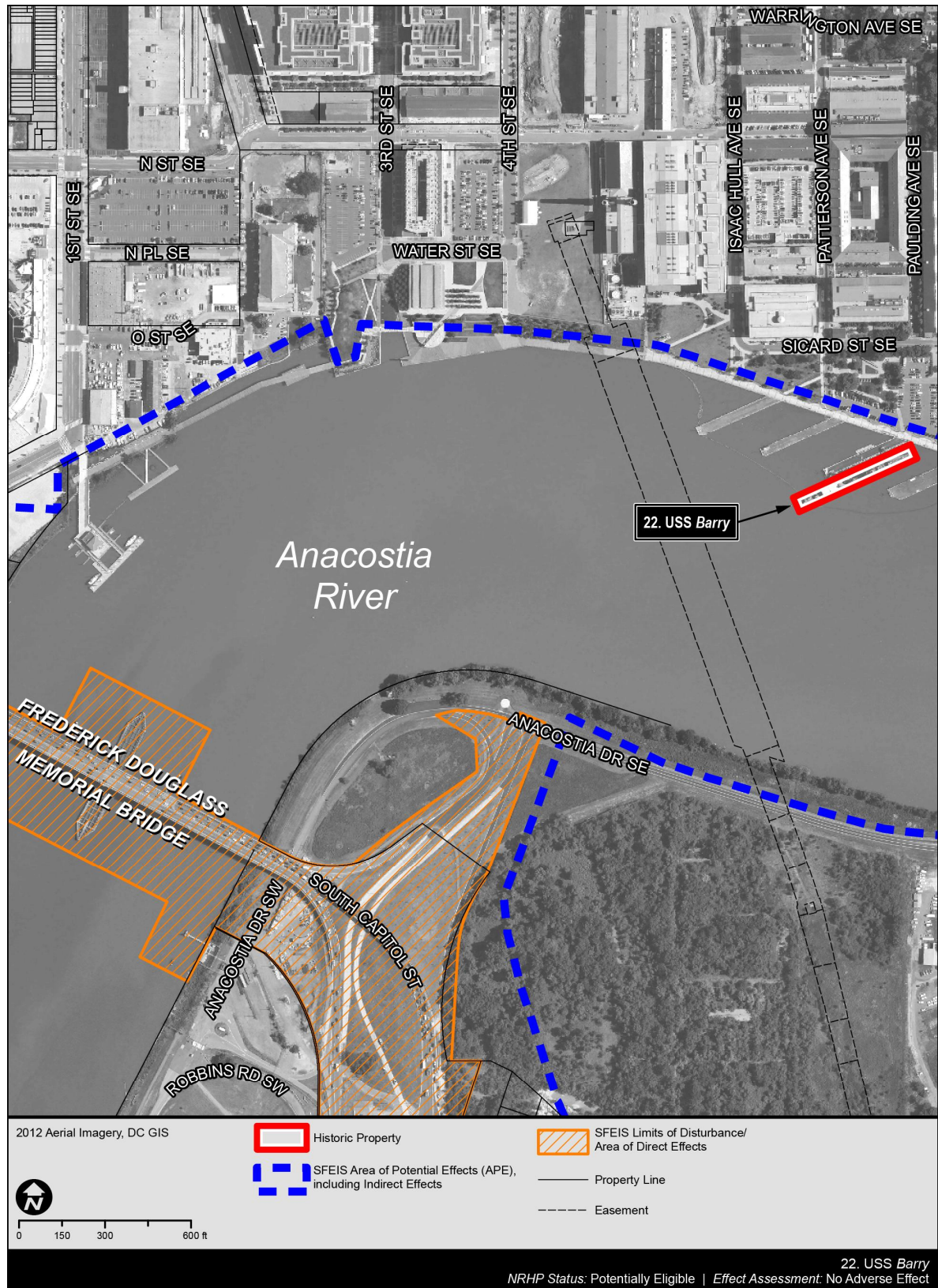




Figure 64. USS *Barry* at the Washington Navy Yard

23. Skyline Inn (Capitol Skyline Hotel)

10 I Street SW

Historic Property Summary

The Skyline Inn is a seven-story hotel building, completed in 1963. Designed by architect Morris Lapidus, while he led the firm Lapidus, Harle & Liebman in New York, the Skyline Inn responds to architectural tenets of the modern era. Lapidus is best known for his lavish and glamorous Miami Beach hotels and resorts, often regarded as gaudy by his Modernist critics. The Skyline Inn represents a more straightforward expression of Modernism and an interpretation of the movement's International Style blended with Neo-Formalism elements. Most likely, Lapidus' design restraint is a result of his desire to execute a building appropriate for Washington's more conservative aesthetic within the area surrounding the United States Capitol Building. Lapidus designed the hotel's lobby in the traditional Colonial Revival style, juxtaposing the building's exterior. The Skyline Inn was constructed as a result of the urban renewal project carried out in Southwest Washington between 1945 and 1973. During this period, buildings on approximately 550 acres in the District's Southwest quadrant were demolished. The building's original name is the Skyline Inn, but the hotel has also operated as the Best Western Capitol Skyline and today operates under the name Capitol Skyline Hotel. The Skyline Inn is eligible for listing in the National Register of Historic Places under Criterion A for its connection to the Southwest Urban Renewal Area and as the first hotel constructed in the new Southwest; the hotel is eligible under Criterion C as a representative example of a restrained blend of the International and Neo-Formalism styles by master architect Morris Lapidus, who designed the building in the context of Washington, DC.

Assessment of Effects

South Capitol Street project activity near the Skyline Inn would primarily occur at the South Capitol and I Streets intersection. Improvements to the intersection include the addition of at-grade left turn bays to South Capitol Street, southbound to I Street SE and northbound to I Street SW. The intersection will also be signalized. Additional at-grade activities at South Capitol Street include the roadway's conversion into a grand urban boulevard, between the west traffic oval and D Street, to include a wider landscaped median, wider sidewalks, and continuous planter beds between the roadway and sidewalks. The replacement of the existing suspended ramp at the South Capitol and I Streets intersection with a new urban interchange ramp will also be visible and occur a short distance from the building. Also in close proximity to the Skyline Inn, the South Capitol and K Streets intersection will be signalized. Visible from the building, specifically its upper stories, the South Capitol and M Streets intersection will be converted to an at-grade intersection with left-turn bays and a southbound, at-grade, left turn bay will be added to South Capitol Street at L Street SE. As shown in Figure 65, the Skyline Inn's north, east, and south boundaries border the South Capitol Street Project's LOD boundary.

No potential vibration impacts have been identified. Studies indicate a potential for a minor average increase in noise levels by the year 2040 as a result of implementing the Revised

Preferred Alternative. These increases would not impact the continued use of the historic property for its intended or original purpose. Short-term construction activities may introduce temporary noise in the property's vicinity. Construction-related noise would be minimized by implementing basic best practices such as working only at certain times of day or using equipment that would be selected specifically to reduce noise impacts. Noise mitigation measures are included in the Project's SFEIS Environmental Commitments and will be required to be implemented by contractors. Therefore, according to the information in the studies, noise levels would have no adverse effect to the historic property.

No physical impacts to the Skyline Inn would occur as a result of Project implementation. Although the LOD boundary is concurrent with the property's historic boundary limit, no Project activity would occur within the property's historic NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project activity would have no adverse effect to the Skyline Inn's integrity of setting. Project activity will be short-term and occur at-grade, primarily within South Capitol Street's right-of-way. Because this activity is short-term, would occur at-grade, would not permanently obscure historically important views from the Skyline Inn to the United States Capitol Building, project activity would not diminish the building's integrity of setting. Additionally, the building is located in a primarily commercial area, with substantial recent construction including gas stations and fast-food franchises in the direct vicinity, as well as the existing busy roadway. Because Project activity will not permanently affect any historically significant views to or from the Skyline Inn, Project implementation would have no effect to the historic property's integrity of setting.

Furthermore, project activity would have no adverse effect to the building's feeling as a Modern-era hotel building or its association with the Southwest Washington, DC, Urban Renewal Area. Although Project activity will be implemented in close proximity to the property's historic property boundary, the project will not cause effects to the building's integrity of feeling and association.

Based on this evaluation the South Capitol Street Project would have no adverse effect to the Skyline Inn.

Figure 65. Project activity in the vicinity of the Skyline Inn.

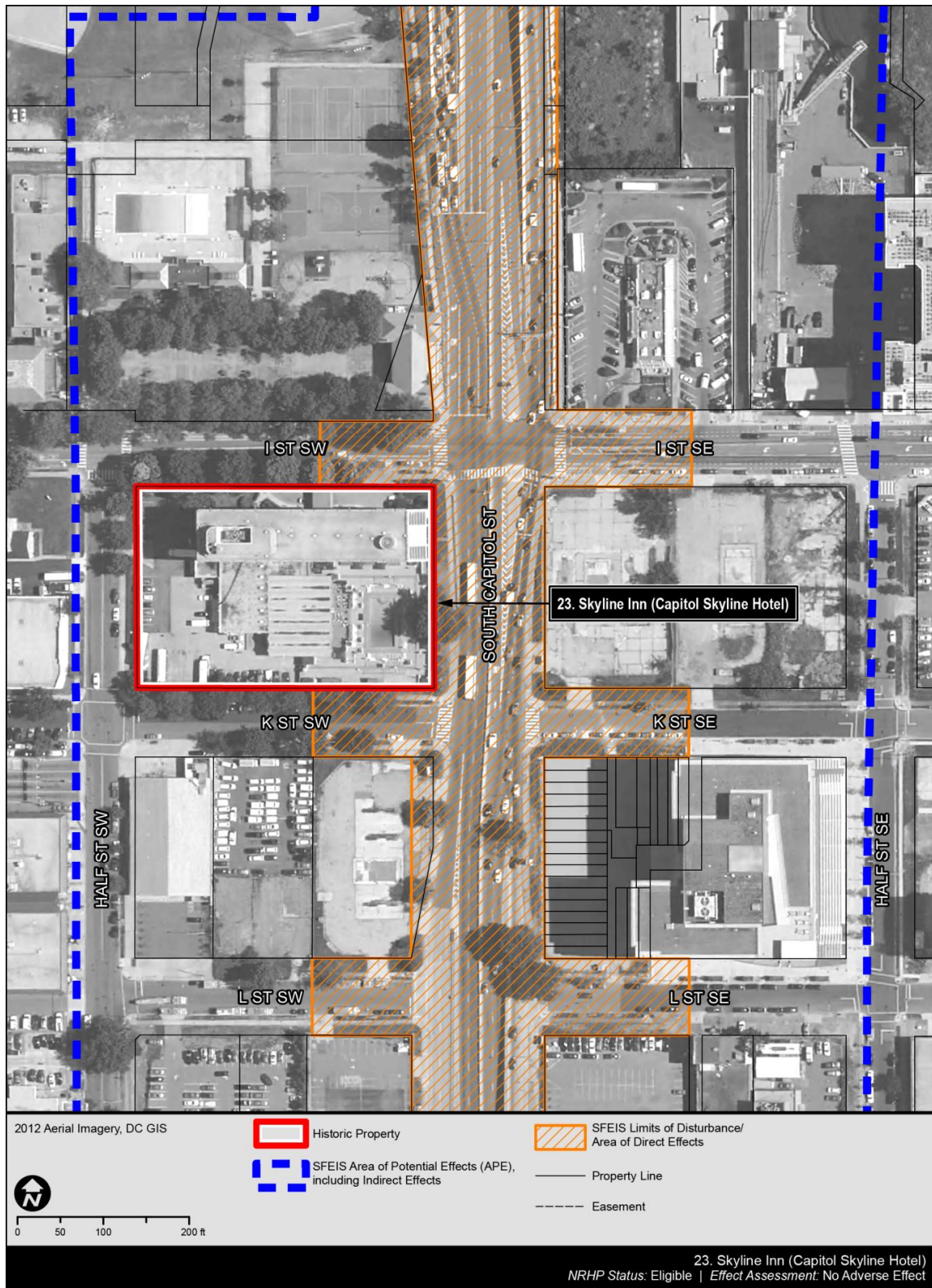




Figure 66. View of the Project area to the north in the vicinity of the Skyline Inn.

4.2 Effects Summary

The South Capitol Street Project will have no effect on two historic properties; no adverse effect on twenty historic properties; and an adverse effect on one historic property, the L'Enfant Plan of the City of Washington, DC. The proposed Project will alter the historic L'Enfant Plan in the vicinity of South Capitol Street and Potomac Avenue SW, where the west oval would be installed, changing the street grid in the vicinity of Q and R Streets SW and the axial alignment of Potomac Avenue SW. Therefore, there will be an adverse effect to historic properties from the South Capitol Street Project. As part of ongoing Section 106 consultation with the DC SHPO, ACHP, and consulting parties on the Project, the MOA that was previously executed will be amended to include mitigation measures appropriate for the adverse effect from the Revised Preferred Alternative.

A matrix summarizing effects to built historic properties is included in Appendix A.

chapter 5.0

assessment of effects for archaeological resources

5.1 Archaeological Assessment

Project changes as part of the Revised Preferred Alternative required an expansion of the APE used for the FEIS assessments. Additional areas required archaeological evaluation to determine if the revised APE for the Revised Preferred Alternative warranted additional field investigations. The following chapter includes: 1) a summary of prior archaeological investigations conducted for the South Capitol Street Project, 2) an assessment of the potential effects of the Revised Preferred Alternative on previously recorded archaeological sites, and 3) an evaluation of the revised LOD to determine if there were new areas of Project-related soil disturbance that had the potential to affect previously unrecorded archaeological resources.

The current archaeological evaluation concluded that Project-related soil disturbance associated with the Revised Preferred Alternative will have no effect on any previously recorded archaeological sites. In addition, an evaluation determined that Project disturbance within the new LOD introduced as part of the Revised Preferred Alternative has a limited potential to impact unrecorded archaeological resources; no additional field investigation is required.

5.2 Phase I(a) Archaeological Assessment

The DEIS phase of the Project included a Phase I(a) archaeological assessment of eight archaeological sub-areas within the South Capitol Street Project APE. The Phase I(a) used existing maps, photographs and archival data to assess the potential to locate archaeological remains within the APE. The assessment concluded that all of the South Capitol Street Project area on the north side of the Anacostia River and the majority of the Project area on the south side of the Anacostia River had low potential to contain significant or intact subsurface archaeological remains. However, information recovered during the Phase I(a) study suggested that there was potential for previously unidentified archaeological resources in selected areas on the south side of the Anacostia River. The

original area of Poplar Point, comprised of Anacostia River and Stickfoot Branch alluvium, included open and undeveloped areas where archaeological resources may have been preserved. The Phase I(a) report recommended additional Phase I(b) archaeological investigations of these areas. The *Phase I(a) Archaeological Assessment of Proposed Improvements to the South Capitol Street Corridor, Washington, DC* (DDOT 2006) contained the results of this initial assessment. The DC SHPO concurred with the findings and recommendations of the Phase I(a) report by letter dated June 9, 2006. The DC SHPO concurred that seven of the eight archaeological subareas were characterized by low archaeological potential, and that Phase I(b) field testing of these areas was not warranted. Additionally, the DCSHPO agreed with the recommendation that limited Phase I(b) archaeological testing occur in portions of the archaeological subarea on Poplar Point.

5.3 Phase I(b) Archaeological Field Survey

The Phase I(b) survey encompassed an area bounded by Howard Road SE, Firth Sterling Avenue SE and South Capitol Street. Shovel test pit (STP) excavation in all areas failed to uncover any significant or intact archaeological remains. Most of the Project APE was found to be previously disturbed or in areas that have been covered by deep historic fill. The technical report for this phase of investigation, *Phase I(b) Survey of Proposed Improvements, South Capitol Street Corridor, Washington, DC* (DDOT 2007), concluded that no significant archaeological resources were likely to exist within this portion of the APE and recommended no further investigations. The DC SHPO concurred with the following findings of the Phase I(b) report (Ruth Troccoli, Personal Communication, June 12, 2009).

1. Poplar Point: Archaeological testing on Poplar Point uncovered both historic and prehistoric period artifacts; however, these were recovered from disturbed or secondary contexts and the report concluded that no intact archaeological resources existed in the area. The area of the recovered material was not recorded as an archaeological site and no additional investigation of this area was recommended.
2. Howard Road Academy: Testing was conducted adjacent to the location where prehistoric artifacts had been reported during the construction of the Howard Road Academy. Phase I(b) testing of the area within the FEIS LOD failed to locate any evidence of this prehistoric site. Nineteenth-century historic artifacts were recovered from this area, but it was concluded that these were from disturbed or secondary contexts. The area of the recovered material was not considered to represent an archaeological site and no additional investigation of this area was recommended.
3. Location of Bridge Replacement Piers: The support piers for the new Frederick Douglass Memorial Bridge proposed as part of the FEIS would occur in an area of the Anacostia River shoreline that had been subjected to extensive twentieth-century fill operations. While the historic fill soils did not have the potential to contain any intact archaeological deposits, there was the potential that some of these piers might extend deeply enough to disturb buried archaeological deposits below the fill. In order to assess this potential, a geomorphological analysis of the area was conducted. The analysis concluded that

potential pier disturbance would be limited to tidal marshes and eroded shorelines with a limited potential for significant prehistoric utilization. After additional discussion, including an on-site meeting that included the geomorphological consultant and the DC SHPO, the DC SHPO agreed with this analysis and concurred that additional archaeological investigations in this area were not warranted.

5.4 Effects to Previously Recorded Archaeological Sites

There were five previously recorded archaeological sites located within the FEIS APE: Sites 51SW001, 51SE011, 51SE012, 51SE024, and the 51SE034 (Howard Road Historic District). A review of DCSHPO records and mapping for the current assessment for the Revised Preferred Alternative indicated the following:

- Site 51SW001: DC SHPO records included very limited information on this site, and it no longer appears in the DC SHPO site mapping.
- Site 51SE011: The mapped location of this site in the DC SHPO files has changed since the FEIS, and it is no longer within the revised APE.
- Site 51SE012: The mapped location of this site in the DC SHPO files has changed since the FEIS, but it is still located within the revised APE.
- Site 51SE024: The mapped location of this site has changed in the DC SHPO files since the FEIS, but it is still located within the revised APE.
- Site 51SE034 (Howard Road Historic District): The location and boundaries of this resource have not changed since the FEIS and the site is located within the revised APE.

In addition, there are two additional archaeological resources that were not included in the earlier FEIS studies. Site 51SW015, a historic site identified near the Syphax School on Half Street SW, was not included in mapping received from the DC SHPO during the Phase I(a)/Phase I(b) investigations during the FEIS. Although within the revised APE, this site is outside of any anticipated areas proposed for soil disturbance and outside of the LOD for the Revised Preferred Alternative. Additionally, this site was previously determined not eligible for the NRHP. It is not a historic property and therefore no effects assessment is required.

An additional geomorphological assessment of Poplar Point, related to the DC Water sewer rehabilitation program, identified preserved historic surfaces buried under historic fill in the area of the interchange for South Capitol Street, Suitland Parkway, Howard Road SE, and the Anacostia Parkway SE. As these potential archaeological resources (designated Site 51SE071) were determined to be between 10 and 25 feet below the current ground surface, the roadway improvements for the Revised Preferred Alternative will not extend deep enough to disturb these buried surfaces. In summary, there are a total of four previously identified archaeological sites that are within the APE for the Revised Preferred Alternative. Figure 67 provides a summary of known information on these four sites.

Site 51SE012 represents the reported location of a prehistoric site on a portion of the Anacostia shoreline that was buried under historic fill in the early twentieth century. Although the mapped location of Site 51SE012 in the DC SHPO files has shifted since the FEIS investigations, the potential effects to deeply buried archaeological sites were evaluated in the Phase I(b) report. Based on the results of geomorphological analysis conducted for that investigation, it was concluded that potential effects to such deeply buried resources were limited to areas where bridge support piers might extend down through the fill. As Site 51SE012 is located outside the area where these piers will be constructed, no effect to this site is anticipated.

Figure 67. Previously Recorded Archaeological Sites in the Revised APE

Site Number	Site Type	Time Period	NRHP Status	Project Effect
51SE012	Prehistoric - Camp	Undetermined	Not Evaluated	No Effect
51SE024	Prehistoric	Undetermined	Not Evaluated	No Effect – Outside of LOD
51SE034 (Howard Road Historic District)	Historic	19 th century	Eligible – Disturbed	No Effect
51SE071	Historic	Undetermined	Not Evaluated	No Effect

The mapped location of Site 51SE024 also has been changed in the DC SHPO files and it is no longer within the revised LOD, so the Revised Preferred Alternative will have no effect on this resource.

A portion of the eligible Howard Road Historic District (Site 51SE034) is located within the revised LOD. However, DC SHPO records indicate that the site was largely destroyed during development of the Anacostia Metro Station. While intact portions of this site may still exist outside of this disturbed area, the revised LOD in this area is limited to a portion of Howard Road SE east of Firth Sterling Avenue SE and the intersection of Howard Road SE and Sheridan Street SE. As existing roadways have been identified as having low archaeological potential, the area of new LOD will have no effect on this archaeological resource.

Site 51SE071 was identified during DC Water geomorphological analysis of Poplar Point as the presence of intact historic ground surfaces buried below fill related to the construction of the highway interchange. As these buried deposits were determined to be between 10 and 25 feet below the current ground surface, the roadway improvements in this area of the current Project will have no effect on this potential archaeological resource.

In conclusion, construction related activity within the revised LOD will not result in disturbance of any of these previously recorded sites. As a result, the Revised Preferred Alternative will have no effect on previously recorded archaeological sites.

5.5 Effects to Potential Archaeological Resources

The revised APE includes areas of potential soil disturbance that were not included in the FEIS evaluation. Figure 68 illustrates the revised LOD for the Revised Preferred Alternative, as well as the previous FEIS LOD, while Figure 69 to Figure 72 present four detailed views of the comparative LOD mapping. These new areas of revised LOD were evaluated for potential effects on archaeological resources as part of the Section 106 effects assessment. The revised LOD mapping includes all property parcels where any construction-related activity might occur, although the extent of the soil disturbance on any given parcel may be minor.

The mapping of the FEIS and SFEIS LOD allows for detailed comparison of any changes to the anticipated soil disturbances that might affect previously unrecorded archaeological resources. The changes to the LOD were assessed through field reconnaissance of each of the areas where a significant change in the LOD was noted. The field reconnaissance was supplemented with the use of historic aerial photography and mapping as well as current aerial photography and topographic mapping. Figure 73 summarizes the evaluation of archaeological sensitivity and the probability of potential effects to previously unidentified archaeological resources in each of the twelve identified areas.

Figure 68. Project Area Overview

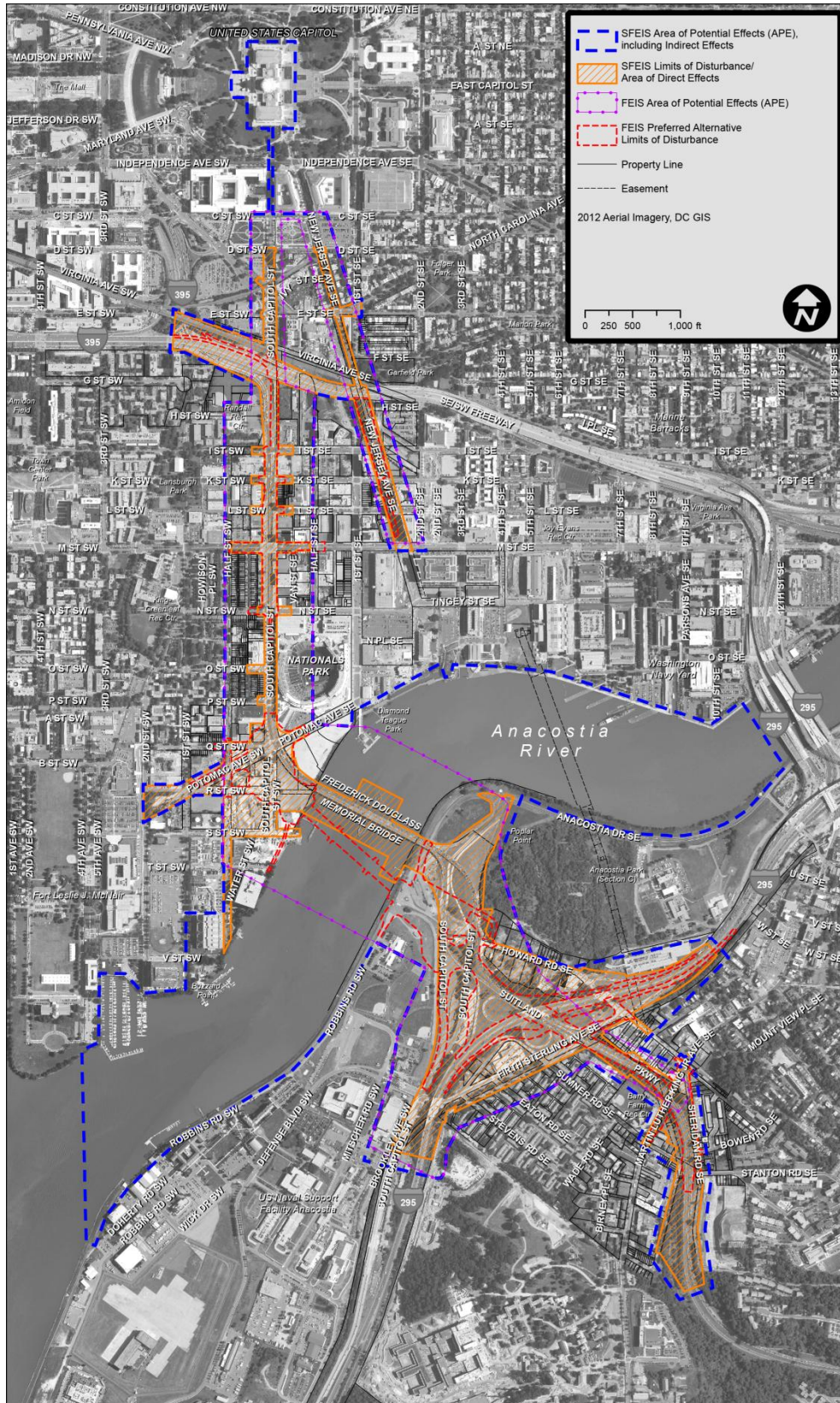


Figure 69. Archaeological Areas; Map 1 of 4

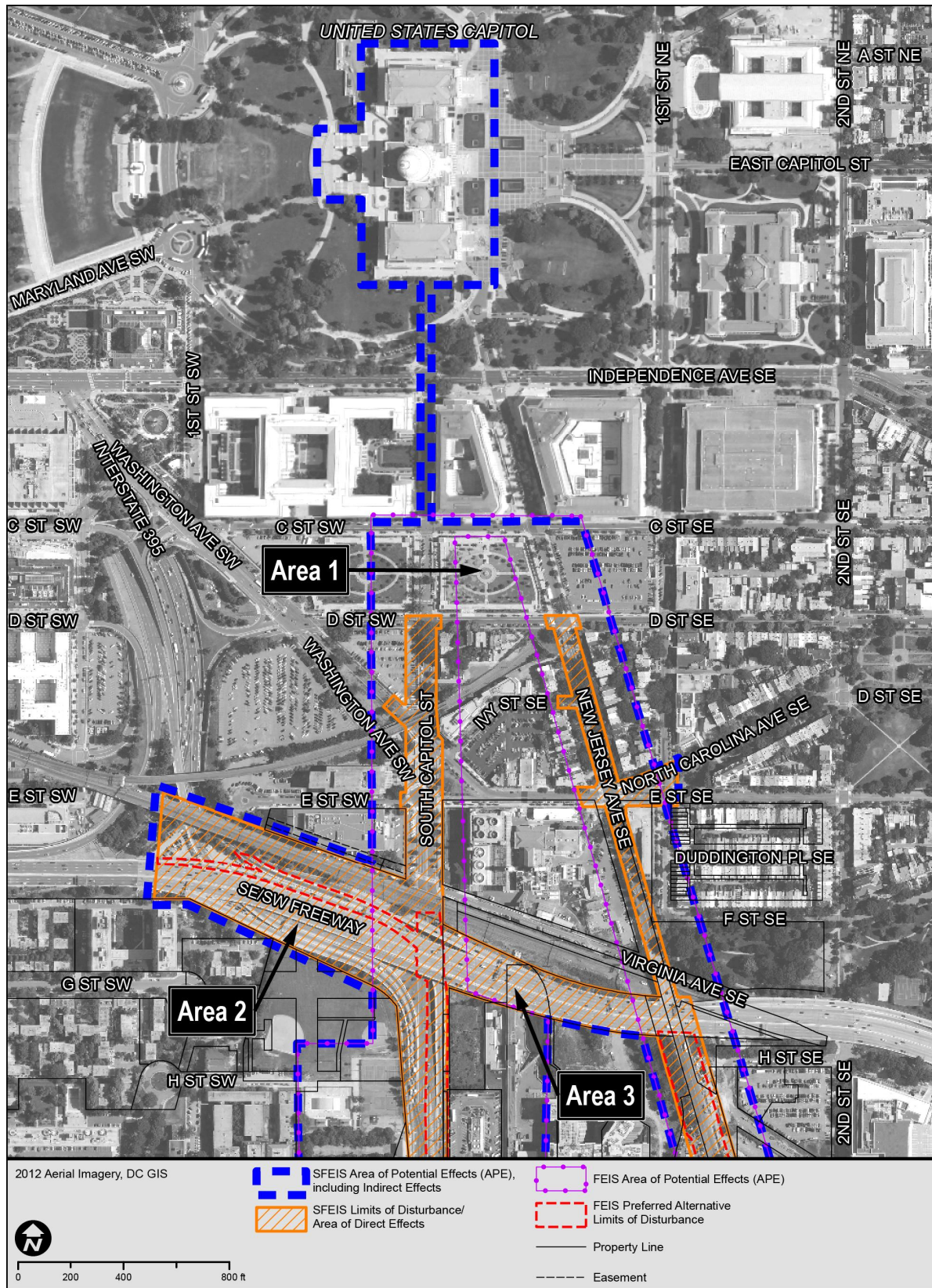


Figure 70. Archaeological Areas; Map 2 of 4

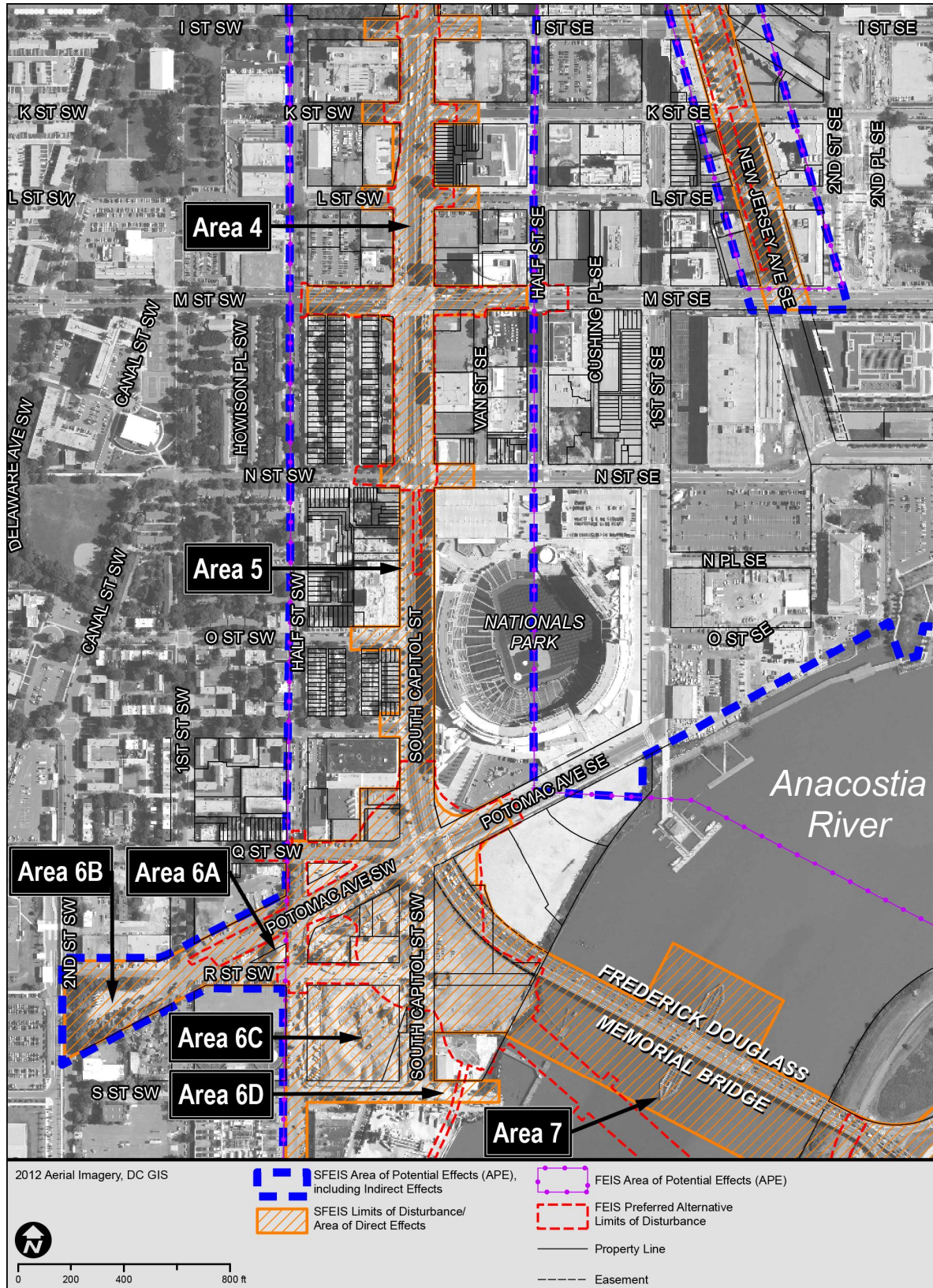


Figure 71. Archaeological Areas; Map 3 of 4

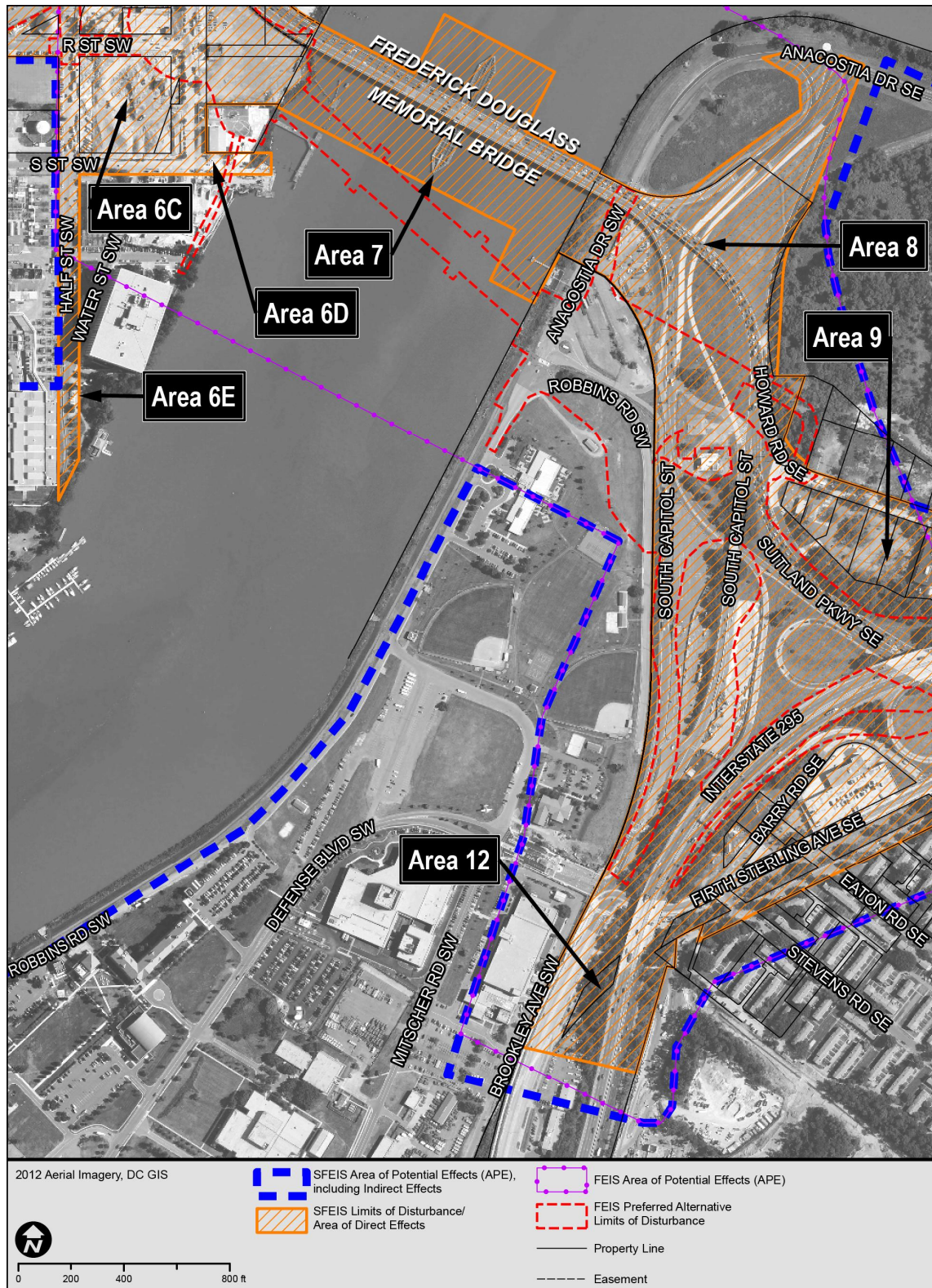


Figure 72. Archaeological Areas; Map 4 of 4

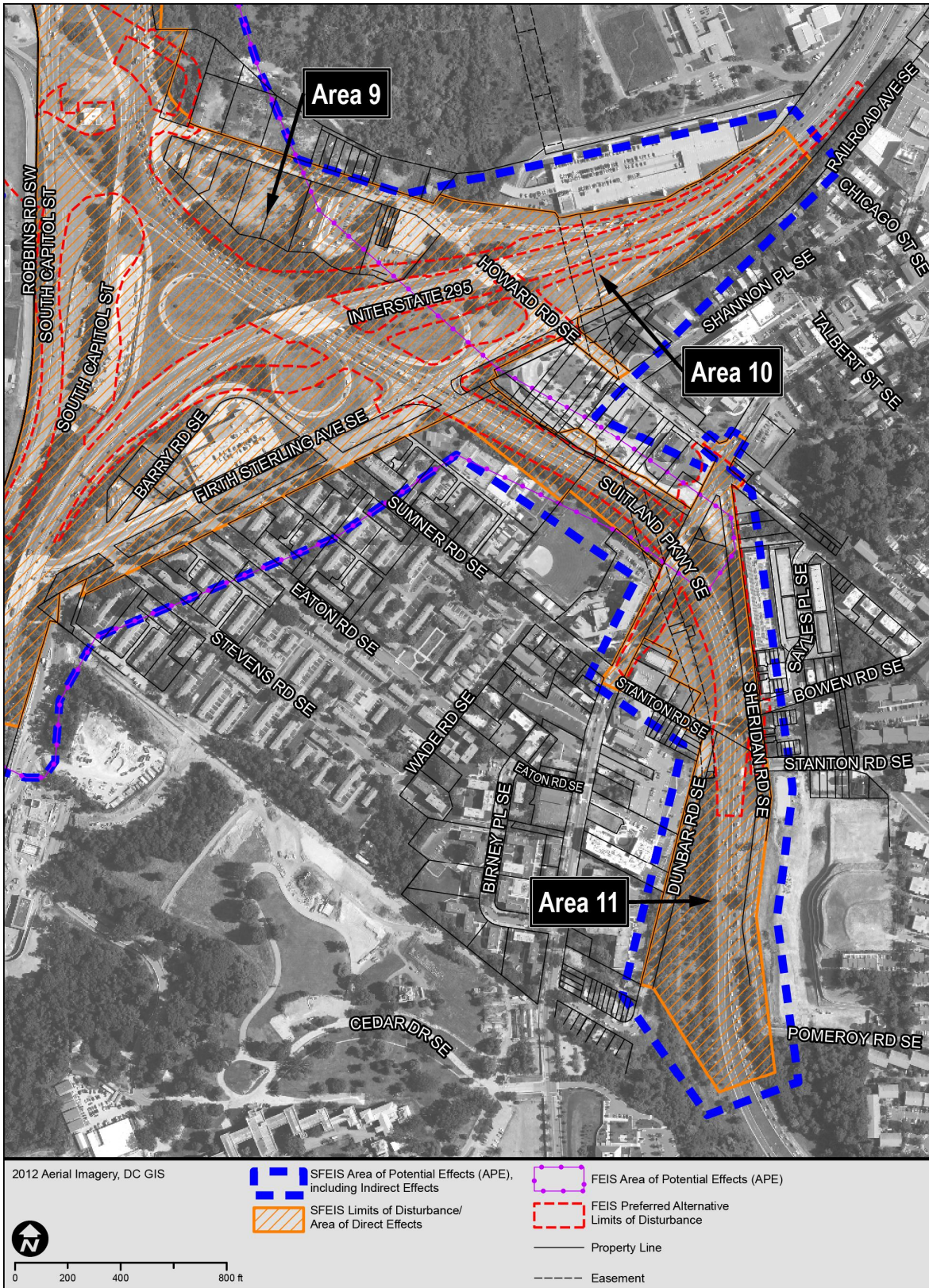


Figure 73. Archaeological Evaluation of Revised Limits of Disturbance

Area	Revised LOD	Archaeological Sensitivity
1	Extension of LOD on South Capitol Street and New Jersey Avenue NE north of Virginia Avenue NE	Effects in roadway – low archaeological sensitivity
2	Expansion of LOD along ramps to SE/SW Freeway – south to I Street	Area of prior disturbance and fill – low archaeological sensitivity
3	New LOD along south of I-395 between South Capitol Street and New Jersey Avenue NE	Area of prior disturbance and fill – low archaeological sensitivity
4	Minor expansion of LOD at intersection of South Capitol Street and I, K, L and N Streets	Effects in roadway – low archaeological sensitivity
5	New LOD along South Capitol Street between N and P Streets	Effects in roadway – low archaeological sensitivity
6	New LOD along South Capitol Street from N Street to Potomac Avenue (Subareas 6A to 6E discussed in text below)	Most effects limited to roadway – low archaeological sensitivity
7	Realignment of bridge to parallel existing bridge	New underwater LOD in area disturbed by dredging and bridge construction – low archaeological sensitivity
8	Expansion of LOD on Poplar Point north of the alignment of Howard Road SE	Artificial fill area – low archaeological sensitivity (except in areas of deep disturbance)
9	Expansion of LOD south of Howard Road SE to Suitland Parkway Expansion of LOD south to Firth Sterling Avenue SE for development of a bike path	Phase I(b) demonstrated prior disturbance – low archaeological sensitivity
10	Expansion of LOD into ramp areas of I-295 north of Howard Road SE	Area of prior disturbance and fill associated with major highway interchange – low archaeological sensitivity
11	Expansion of LOD along Suitland Parkway south Howard Road SE	Area of prior disturbance and fill associated with highway construction – low archaeological sensitivity
12	Expansion of LOD along I-295 south of Stevens Road SE.	Area of prior disturbance and fill associated with highway construction – low archaeological sensitivity

5.6 Potential Archaeological Effects from the Revised Preferred Alternative

The section includes a detailed discussion of the LOD for the Revised Preferred Alternative, and an assessment of the potential effects to previously unrecorded archaeological resources.

Area 1: This modification represents new LOD along South Capitol Street and New Jersey Avenue NE, north of Virginia Avenue SE (Figure 67). However, the new area of disturbance will occur within and adjacent to the existing roadways, which have been previously identified as areas of low archaeological potential. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.

Area 2: This modification includes new LOD along the southbound ramps from I-695 to South Capitol Street. The majority of the new LOD in this ramp area is located on elevated roadways and retained earth ramps. This new LOD may include limited soil disturbance directly adjacent to the roadway or within open road medians. The FEIS identified this as an area of low potential and the minor new soil disturbance would not justify additional investigation. As a result, the revised LOD in this area will not change the FEIS determination that there is limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.

Area 3: The revised LOD includes additional areas along the south side of the elevated I-695 freeway between South Capitol Street and New Jersey Avenue SE (Figure 67). This area was not included in the FEIS LOD; however, the anticipated construction activities in this area will not result in additional soil disturbance and will have no effect on archaeological resources.

Area 4: The revised LOD in this area includes minor extensions at the east and the west of the intersection of South Capitol Street and I, K and L Streets NE, extensions east and west along M Street (Figure 68). However, the new areas of disturbance will occur within the roadways that the FEIS identified as areas of low archaeological potential. As a result, the revised LOD in this area will not change the FEIS determination that there is limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.

Area 5: This modification includes new LOD along South Capitol Street between N and P Streets NE (Figure 68). However, the new LOD occurs within the existing roadways that the FEIS identified as areas of low archaeological potential. As a result, the revised LOD in this area will not change the FEIS determination that there is limited potential to affect archaeological resources and that no additional investigations are warranted.

Area 6: Figure 68 shows that the LOD defined in the FEIS conformed to the area surrounding the west traffic oval at the intersection of South Capitol Street and Potomac Avenue. In the SFEIS, the revised LOD has been extended on the west and south to include:

- Area 6A: Extension of the LOD along Potomac Avenue and R Street SW, and east to 2nd Street SW (Figure 68). The revised LOD will be limited to work within the roadways, which have been previously identified as an area of low archaeological potential. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.
- Area 6B: The open triangular block (Reservation 243 in the L'Enfant Plan for the City of Washington, DC) will be used for construction staging (Figure 68). The bulk of the block is currently paved and used for storage of trucks and heavy-duty salvaged material. Construction-related disturbance in this area is likely to be limited to repaving and will

have limited potential to additionally disturb this heavily modified land surface, which contained railroad tracks during much of its earlier historic use.

- Area 6C: Another modification to the SFEIS LOD includes the block bound by R Street SW (north), S Street SW (south), South Capitol Street (east), and Half Street SW (west). The entire block is paved and is currently utilized for the storage of bulk salvaged building material (Figure 68). Although there will be limited soil disturbance along the eastern edge of this block related to a planned retaining wall, no soil disturbance is anticipated in the interior of the block. The eastern portion of the block was included in the LOD assessed for the FEIS, and was determined to have low archaeological potential. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is limited potential to affect archaeological resources and that no additional investigations are warranted.
- Area 6D: This is a minor extension of the LOD along S Street SW from Half Street SW east to the shoreline (Figure 68). Disturbance in this area will be limited to utility work within the roadway, which has been identified as an area of limited archaeological potential. As a result, there will be no change in the potential effects to archaeological resources included in the FEIS. The revised LOD in this area will not change the determination included in the FEIS that there is limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.
- Area 6E: This is a minor extension of new LOD along Half Street SW south to the shore line (Figure 68). Disturbance in this area will be limited to utility work within the roadway, which has been identified as an area of limited archaeological potential. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is limited potential to affect archaeological resources and that no additional investigations are warranted.

Area 7: One of the major design modifications made between the FEIS and the SFEIS was the realignment of the new bridge that will replace the current Frederick Douglass Memorial Bridge. The new bridge alignment is parallel to the existing Frederick Douglass Memorial Bridge (Figure 68). During the FEIS, it was concluded that the potential for effects to underwater archaeological resources was minimal. This conclusion was based on a history of repeated dredging of the river bottom to maintain the shipping channel to the Navy Yard, as well as large amounts of disturbance from prior construction activities associated with the existing bridge. Since the underwater LOD for the new bridge will be moved even closer to the area disturbed by prior bridge construction, anticipated effects to underwater archaeological resources will be further reduced. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is a limited potential to affect archaeological resources and that no additional archaeological investigations are warranted.

Area 8: Because the eastern end of the bridge will shift to the north, the LOD associated with the development of the roadway interchange will also shift north on Poplar Point. This new area of LOD will occur in a portion of the Anacostia River shoreline where historical

filling operations have extended the original eastern shoreline as much as 800 feet west into the original river bed (Figures 69-70). As a result, the near surface soils in this area represent as much as 10 to 15 feet of re-deposited historical fill with no potential to contain intact archaeological deposits or features. The notable exception to this would be deep construction effects that extend through the fill and, therefore, have the potential to disturb intact buried land surfaces. During the FEIS, a geomorphological analysis concluded that these areas of deep disturbance would be limited to structural piers at the Anacostia end of the bridge. The piers will be constructed on the existing shoreline in order to support the bridge ramps as they descend to the at-grade roadway system. The deepest piers will be constructed near the existing shoreline in areas that were once open water or mud flats and that are now deeply buried by fill. It is possible that some piers will be constructed far enough inland that they will extend into and have an impact on intact buried land surfaces associated with Poplar Point. However, given the character of the original landform, these effects are likely to occur along the littoral margin of Poplar Point, in areas of beach or eroded river banks, which were considered to have a relatively low potential for significant archaeological features (DDOT 2007).

Since the FEIS, additional archaeological investigations associated with the replacement of the 11th Street Bridge have located deeply buried archaeological resources that construction of bridge piers would disturb (DDOT 2011). However, the topographic settings for the two bridges are somewhat different, which suggests a lower potential for effects to buried archaeological resources at the new bridge that will replace the current Frederick Douglass Memorial Bridge. The area adjacent to the southern end of the 11th Street Bridge is characterized by a much narrower band of historic fill along the original shoreline. As a result, the bridge piers for the new 11th Street Bridge extended further inland and had greater potential to penetrate the historic fill and impact intact portions of the original landforms near the shoreline. By contrast, the area adjacent to the south end of the new Frederick Douglass Memorial Bridge extended the shoreline further from the original area of Poplar Point. As a result, the bridge piers for the new Frederick Douglass Memorial Bridge will be constructed in a much wider and deeper area of historic fill, and will have less chance to impact the original Poplar Point land surfaces. As a result, the original conclusions included in the Phase I(b) survey remain valid; the potential for effects on archaeological resources in this area is low and no additional archaeological investigations are warranted.

Area 9: East of the new bridge, SFEIS modifications extend the LOD associated with each segment of the major highway interchange of South Capitol Street, I-295 and Suitland Parkway (Figures 69-70). This includes the extension of the LOD north of the interchange toward Howard Road SE. Construction effects in this area are anticipated to be minor and will not affect existing structures along the south side of Howard Road SE. While potential prehistoric archaeological resources were purported to be in this area (behind the Howard Road Academy), Phase I(b) subsurface testing in this area verified a large amount of prior disturbance and did not locate any intact archaeological deposits. As a result, the revised LOD in this area does not have the potential to affect archaeological resources. There will also be a new area of revised LOD for the construction of a bike path, south of Firth Sterling

Avenue SE. As this area of new LOD is directly adjacent to the highway and its interchange ramps, it has low potential for archaeological resources due to the large amount of disturbance from prior construction activities. The revised LOD in either of these areas will not change the determination included in the FEIS that there is a limited potential to affect archaeological resources and that no additional investigations are warranted.

Area 10: This area of new LOD extends soil disturbance along both sides of roadway and northern ramps for I-295 north of Howard Road SE (Figure 70). These areas, which are directly adjacent to I-295 and its interchange ramps, are considered to have low potential for archaeological resources because of the large amount of disturbance from prior construction activities. Furthermore, geomorphological analysis conducted during the Phase I(b) testing on Poplar Point concluded that major portions of the interchange area had been subjected to landscape modification, including substantial amounts of fill used to raise the interchange above the original historic land surface. Although the revised LOD for the SFEIS extends potential soil disturbance beyond that evaluated for the FEIS, these areas of new LOD are considered to have low archaeological potential. As a result, the revised LOD in this area will not change the determination included in the FEIS that there is a limited potential to affect archaeological resources and that no additional investigations are warranted.

Area 11: This area of revised LOD extends the area of soil disturbance along both sides of roadway and ramps for Suitland Parkway south of Stanton Road SE (Figure 70). As these areas are directly adjacent to the highway and its interchange ramps, they are considered to have low potential for archaeological resources due to the large amount of disturbance from prior construction activities. In addition, geomorphological analysis conducted during the Phase I(b) testing of Poplar Point noted deep fill episodes in the southwestern portion of the Project area in the interchange quadrants of Suitland Parkway and I-295. A thick layer of fill (between 10 and 25 feet in depth) was placed over the earlier landscape before construction of the interchange.

The southern extent of the revised LOD along Suitland Parkway is wider than that of the other legs of the interchange and include open areas on either side of the roadway. However, as this historic parkway included a wider band of artificial landscaping along its alignment, the area of prior disturbance and landscape modification extends out to a greater distance than the other roadways in the area. As a result, these new extended areas of revised LOD are considered to have low archaeological potential. The determination included in the FEIS that there is a limited potential to affect archaeological resources and that no additional investigations are warranted is maintained.

Area 12: This area of revised LOD extends the area of soil disturbance along both sides of the roadway and southern ramps for I-295 and South Capitol Street south of Stevens Road SE (Figure 69). These new areas of soil disturbance will be in medians and along both sides of the existing roadways. Like the extension of LOD along the other legs of this major highway interchange, these limited areas of new disturbance will be in areas that have already been heavily disturbed by prior construction. As a result, the revised LOD in this

area will not change the determination included in the FEIS that there is a limited potential to affect archaeological resources and that no additional investigations are warranted.

5.7 Conclusions

An analysis of the potential effects of the Revised Preferred Alternative indicates that it will have no effect on previously identified archaeological resources.

The areas of new LOD for the Revised Preferred Alternative occur in areas that the previous Phase I(a) and Phase I(b) investigations identified as having limited archaeological potential. Therefore, additional archaeological investigations of the revised LOD of Areas 1, 2, 3, 4, 5, 6A, 6B, 6C, 6D, 6E, 7, 8, 9, 10, 11 and 12 are not recommended.

chapter 6.0

conclusion

Because of changes to the previously evaluated South Capitol Street Project and an introduction of a Revised Preferred Alternative, a reassessment of effects was completed as part of compliance with Section 106. A revised APE was developed in 2014 in consultation with staff of the DC SHPO and consulting parties. In July 2014, DDOT and FHWA held a meeting to discuss preliminary effects assessments with the consulting parties and staff from the DC SHPO and the ACHP. Comments received at that meeting were incorporated into the effects assessments included in this report. Additional comments on a draft version of this report received from the DC SHPO in correspondence dated September 18, 2014; from the ACHP on September 30, 2014; and the Capitol Hill Restoration Society on September 14, 2014, have been considered and incorporated into this final report and will also be incorporated into the revised MOA, which is currently being developed.

No previously identified archaeological sites are present within the current Project's LOD. Additional assessments indicate that there is a low archaeological sensitivity for areas in the revised LOD within the revised APE. Therefore, no archaeological resources will be affected by the proposed Project.

The revised APE contains twenty-three built historic properties. Four National Historic Landmarks; eighteen historic properties listed in or determined eligible for the NRHP; and one potentially eligible historic property have been identified within the Project's revised APE.

The South Capitol Street Project will have no effect on two historic properties; no adverse effect on twenty historic properties; and an adverse effect on one historic property, the L'Enfant Plan of the City of Washington, DC. The proposed Project will alter the historic L'Enfant Plan in the vicinity of South Capitol Street and Potomac Avenue SW, where the west traffic oval would be installed, changing the street grid in the vicinity of Q and R Streets SW and the axial alignment of Potomac Avenue SW. Therefore, there will be an adverse effect to historic properties from the South Capitol Street Project.

The effects determination for each property is included in Figure 74 and also depicted on the map included as Figure 75.

Figure 74. Effects Determinations for Historic Properties within the Revised APE

MAP KEY NUMBER	HISTORIC PROPERTY NAME	EFFECT DETERMINATION
1	Capitol Hill Historic District	No Adverse Effect
2	Randall Junior High School (Francis L. Cardozo Elementary School)	No Effect
3	Capitol Police Horse Barn/Former D.C. Dog Pound	No Adverse Effect
4	St. Vincent de Paul Church	No Adverse Effect
5	Southwest Rowhouse Historic District/Carrollsbury Place	No Adverse Effect
6	William Syphax School	No Effect
7	National War College (Army War College)	No Adverse Effect
8	PEPCO Buzzard Point Power Plant/Pump House	No Adverse Effect
9	WASA Poplar Point Pump Station	No Adverse Effect
10	St. Elizabeths Hospital	No Adverse Effect
11	Suitland Parkway	No Adverse Effect
12	Recommended Anacostia Historic District Boundary Expansion	No Adverse Effect
13	Anacostia Park	No Adverse Effect
14	WASA Anacostia Shoreline Pump Station	No Adverse Effect
15	Old National Capitol Pumphouse	No Adverse Effect
16	Main Sewerage Pumping Station, District of Columbia	No Adverse Effect
17	Washington Navy Yard Annex Historic District	No Adverse Effect
18	Washington Navy Yard Historic District	No Adverse Effect
19	Washington Navy Yard East Extension	No Adverse Effect
20	The L'Enfant Plan of the City Washington, D.C.	Adverse Effect
21	United States Capitol	No Adverse Effect
22	USS <i>Barry</i> (DS <i>Barry</i> ; note that the historic name is being used for the Section 106 assessment)	No Adverse Effect
23	Skyline Inn	No Adverse Effect
N/A (out of LOD)	51SE012	No Effect
N/A (out of LOD)	51SE024	No Effect
N/A (out of LOD)	51SE034 (Howard Road Historic District)	No Effect
N/A (out of LOD)	51SE071	No Effect

Historic Property

NRHP Status

- (E) Eligible
- (L) Listed
- (N) National Historic Landmark

Effect Assessment

- (NE) No Effect
- (NAE) No Adverse Effect
- (AE) Adverse Effect

SFEIS Area of Potential Effects (APE), including Indirect Effects

SFEIS Limits of Disturbance/ Area of Direct Effects

Property Line

Easement

2012 Aerial Imagery, DC GIS

For some historic properties, the complete historic property boundary is not depicted here; only the portion within the APE and proximate to the limits of disturbance is shown.

0 250 500 1,000 ft

Map Labels:

- 1. Capitol Hill Historic District
- 2. Randall Junior High School (Francis L. Cardozo Elementary School)
- 3. Capitol Police Horse Barn/ Former D.C. Dog Pound
- 4. St. Vincent de Paul Church
- 5. Southwest Rowhouse Historic District/ Carrollburg Place
- 6. William Syphax School
- 7. National War College (Army War College)
- 8. PEPCO Buzzard Point Power Plant/ Pump House
- 9. WASA Poplar Point Pump Station
- 10. St. Elizabeths Hospital
- 11. Suitland Parkway
- 12. Recommended Anacostia Historic District Boundary Expansion
- 13. Anacostia Park
- 14. WASA Anacostia Shoreline Pump Station
- 15. Old National Capitol Pump House
- 16. Main Sewerage Pumping Station, District of Columbia
- 17. Washington Navy Yard Annex Historic District
- 18. Washington Navy Yard Historic District
- 19. Washington Navy Yard East Extension
- 20. The L'Enfant Plan of the City of Washington, D.C. The APE contains a portion of the L'Enfant Plan of the City of Washington, D.C. (not depicted)
- 21. United States Capitol

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acronyms

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
CFA	U.S. Commission of Fine Arts
CFR	Code of Federal Regulations
CHRS	Capitol Hill Restoration Society
CP	Consulting Party
DC	District of Columbia
DC Water	Water and Sewer Authority (District of Columbia)
DC SHPO	District of Columbia State Historic Preservation Office
DDOT	District of Columbia Department of Transportation
DEIS	Draft Environmental Impact Statement
DS	Display Ship
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
JBAB	Joint Base Anacostia Bolling
LOD	Limits of Disturbance
MLK	Martin Luther King
MOA	Memorandum of Agreement
NCPC	National Capital Planning Commission
NE	Northeast
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
PA	Programmatic Agreement
PEPCO	Potomac Electric Power Company
RFP	Request for Proposal
ROD	Record of Decision

SCS	South Capitol Street
SE	Southeast
SFEIS	Supplemental Final Environmental Impact Statement
SHPO	State Historic Preservation Office
STP	Shovel Test Pit
SW	Southwest
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USN	United States Navy
VQCs	Visual Quality Concepts
VQD	Visual Quality Difference
VQR	Visual Quality Ratings
WASA	Washington Area Sewer Authority
WMATA	Washington Metropolitan Area Transit Authority
WNY	Washington Navy Yard

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APPENDIX A:




Historic Properties Summary Matrix




The following matrix summarizes information regarding these historic properties within the South Capitol Street Project's APE, as well as the effects assessment for each property.




HISTORIC PROPERTY IDEN- TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
1		<i>Capitol Hill Historic District</i> Roughly bounded by the United States Capitol and related buildings to the west, F Street NE and Constitutional Avenue to the north, 14 th , 13 th , and 11 th Streets NE to the east, and the Washington Navy Yard and Southeast-Southwest Freeway to the south	Primarily a residential area with 2 to 3-story rowhouses and small frame houses in a variety of architectural styles including Federal, Italianate, Greek Revival, Queen Anne, Romanesque Revival, and vernacular interpretations; began as boarding house community for members of Congress; one of the city's oldest and its largest residential community; includes contributing religious, commercial, institutional, and military buildings as well as several parks.	Listed	No Adverse Effect
2		<i>Randall Junior High School (Francis L. Cardozo Elementary School)</i> 61 I Street SW	1906 main block building is a 2-story 7-bay-wide building clad in red brick laid in Flemish bond with limestone trim and detailing accessed by a Colonial Revival entrance; a similar style freestanding building (1912) in red brick was later attached to the main building via the west wing (1927); 1-story red brick east wing (1927) houses the auditorium; later additions do not contribute to the property's significance.	Listed	No Effect
3		<i>Capitol Police Horse Barn/Former D.C. Dog Pound</i> Intersection of I Street SW and South Capitol Street	1-story I-plan utilitarian building clad in brick with a wide entry (infilled) and five stall openings along the west elevation; 1943 map labels building as "DC Pound," but originally built as Capitol Police Horse Barn.	Eligible	No Adverse Effect




HISTORIC PROPERTY IDEN- TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
4		<i>St. Vincent de Paul Church</i> 14 M Street SE	1903 one-and-one-half story Romanesque Revival-style building with ashlar-cut granite block walls and limestone trim; a 1-story rectory (1921) is located east of building; the rectory was renovated and connected to the building ca. 1965 and does not contribute to the property's significance.	Eligible	No Adverse Effect
5		<i>Southwest Rowhouse Historic District/ Carrollsbury Place</i> 1200 Block of Carrollsbury Place SW, 1200 Block of Half Street SW, east side, 4-10 N Street SW, 1301-1317 South Capitol Street	Residential historic district with a collection of modest 2-story brick rowhouses constructed for working-class residents; includes an early public housing prototype (Carrollsbury Place) constructed by the Sanitary Housing Commission; includes 1 non-contributing commercial building; survived mid-twentieth-century urban renewal efforts that raised the majority of the southwest quadrant.	Eligible	No Adverse Effect
6		<i>William Syphax School</i> 1360 Half Street SW	1902 2-story Colonial Revival-style public school building; 3-bay-wide building has red brick walls and terra-cotta, wood, and wrought iron trim; Two 2-story additions (1941; 1953) built to the north were also executed in the Colonial Revival style.	Listed	No Effect



HISTORIC PROPERTY IDEN- TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
7		<i>National War College (Army War College)</i> Fort Leslie J. McNair, P Street, between 3 rd and 4 th Streets SW; bounded by D Street SW to the north, the Anacostia River to the east, the Anacostia River to the south, and the Potomac River's Washington Channel to the west.	3-story Neoclassical-style building constructed following a Beaux Arts plan with red brick walls and limestone trim; features a domed central pavilion and 2 lateral 12-bay-wide wings; faces north onto a quarter-mile greensward.	National Historic Landmark	No Adverse Effect
8		<i>PEPCO Buzzard Point Power Plant/Pump House</i> The PEPCO Buzzard Point Power Plant is located at 1930 1 st Street SW; the PEPCO Buzzard Point Power Plant's Pump Station is located at 2000 Half Street SW.	3-story "stripped" Art Deco-style power plant with buff-colored brick walls and a 1-story cast stone office (facade); expanded twice to increase the number of generators (1940; 1943); associated 2-story brick pump station is a contributing resource and the pump station's setback second story is an addition.	Eligible	No Adverse Effect
9		<i>WASA Poplar Point Pump Station</i> Located in a narrow strip of land in the middle of the Suitland Parkway's inbound and outbound lanes as it approaches the Frederick Douglass Memorial Bridge.	2-story stripped Art Deco-style pump station with concrete and pebbled stucco walls; first-story windows are infilled with concrete blocks and the second-story windows have been replaced.	Eligible	No Adverse Effect

HISTORIC PROPERTY IDENTIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
10		<i>St. Elizabeths Hospital</i> 2700 Martin Luther King Jr. Avenue SE	The hospital's 182-acre campus is a historic district that includes 80 contributing buildings, 1 contributing site, 1 contributing structure, and 15 noncontributing buildings; the Gothic Revival-style Center Building (1853-1895) was the first building erected on the hospital's grounds and other contributing buildings were designed in period revival styles; one of the nation's earliest institutions for the treatment of mental illness.	National Historic Landmark	No Adverse Effect
11		<i>Suitland Parkway</i> Extends from the Anacostia River at South Capitol Street to the Marlboro Pike, Maryland.	Parkway linking Andrews Air Force Base with Washington, DC; 9.18 miles of roadway (2.8 in the District of Columbia and 6.38 in Maryland); authorized in 1937; a new type of road that combined parkway principles with freeway efficiency.	Listed	No Adverse Effect
12		<i>Recommended Anacostia Historic District Boundary Expansion</i> Roughly bounded by Shannon Place SE, Chicago Street SE, Martin Luther King, Jr. Avenue SE, Howard Road, CSX Railroad tracks	The Anacostia Historic District (NRHP 1978) includes buildings constructed between 1870 and 1930, and includes residential, religious, and commercial buildings; the boundary expansion includes 99 contributing building and the majority of these resources date to the 1910s and 20s; resources include wood frame and brick residential, educational, religious, and commercial buildings that reflect Anacostia's continued development through the mid-20 th century; contributing resources were built within the Anacostia Historic District's period of significance (1854-1940).	Eligible	No Adverse Effect

HISTORIC PROPERTY IDEN- TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
13		<i>Anacostia Park</i> Along the Anacostia River from the Frederick Douglass Memorial Bridge to the Washington, DC, boundary.	1,200 acre park that is one of the District of Columbia's largest recreational areas; created from mud flats during the early 20 th century as an integral part of the 1902 McMillan Plan for Washington, DC; became the Bonus Army's base of operation for petitioning the government (1932) and a shantytown was established; site of golf course constructed by the government (1930s) for African Americans to forestall desegregation of public facilities.	Eligible	No Adverse Effect
14		<i>WASA Anacostia Shoreline Pump Station</i> Located on the Anacostia River's south bank at an elbow in the river known as Poplar Point	Small 1-story pavilion built in a split-level fashion with red brick walls and decorative stone trim; provides shelter for control wheels and valves; associated with the Main Sewerage Pumping Station and is the closest landfall for sewer pipes crossing beneath the Anacostia River from the main pumping station.	Eligible	No Adverse Effect
15		<i>Old National Capitol Pumphouse</i> Sits on piers adjacent the Anacostia River's west bank, south of the intersection of Potomac Avenue SE and 1 st Street SE	1-story rectangular-plan pumphouse with red brick walls; Mediterranean-influenced design.	Eligible	No Adverse Effect

HISTORIC PROPERTY IDEN- TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
16		<i>Main Sewerage Pumping Station, District of Columbia</i> 125 O Street SE	Beaux Arts sewage pumping station reflecting late Renaissance Revival-style features; steel-frame building with red brick walls, featuring stone quoins, beltcourses, cornice brackets, pediment dormers, and capitals.	Listed	No Adverse Effect
17		<i>Washington Navy Yard Annex Historic District</i> Bounded by M Street SE to the north, Isaac Hull Avenue to the east, the Anacostia River to the south, and 2 nd Street SE to the west	Westward development of the Washington Navy Yard that includes one of the city's largest concentrations of industrial architecture; 60-acre complex; major site of U.S. naval gun manufacture since ca. 1850 and served as the center of naval weapons production during World Wars I and II; renamed the Naval Gun Factory in 1945 and production stopped in 1962.	Listed	No Adverse Effect
18		<i>Washington Navy Yard Historic District</i> 8 th and M Streets SE (Main Entrance), bounded by the Anacostia River to the south	Late Victorian-era 42 acre district includes approximately 45 major historic buildings and structures as well as numerous support buildings; design initiated by Benjamin Latrobe—selected by Thomas Jefferson; served as a site for naval shipbuilding and later for naval gun manufacture.	National Historic Landmark	No Adverse Effect

HISTORIC PROPERTY IDENTIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
19		<i>Washington Navy Yard East Extension</i> Bounded by M Street SE to the north, the Anacostia River to the south, and 2 nd Street SE to the west	Eastward development of the existing Washington Navy Yard beginning in 1902 with the most comprehensive building campaign dating from circa 1918-1944; work conducted in this portion of the Navy Yard was critical to naval weapons development and testing during World Wars I and II.	Eligible	No Adverse Effect
20		<i>The L'Enfant Plan of the City Washington, D.C.</i> Roughly bounded by Florida Avenue from Rock Circle NW to 15 Street NE, south to C Street, and east to the Anacostia River.	Baroque city plan with Beaux Arts modifications; designed by Pierre L'Enfant; regular orthogonal grid with numerically and alphabetically designated streets, intersected by diagonal avenues; historic and contemporary system of parks and medians; 1901-02 McMillan Commission recommendations resulted in physical changes for urban development; contributing features include but are not limited to avenues, parks, and reservations.	Listed	Adverse Effect
21		<i>United States Capitol</i> Capitol Hill	English Neoclassical/Federal design that represents the work of architects William Thornton, Benjamin Henry Latrobe, Charles Bulfinch, and Thomas U. Walter. Characterized by horizontal massing topped by a dome and adorned with attenuated elements and lavish Corinthian motifs.	NHL	No Adverse Effect

HISTORIC PROPERTY IDEN- TIFIER	PHOTOGRAPH	NAME/LOCATION (Washington, D.C.)	DESCRIPTION	NRHP STATUS	EFFECT ASSESSMENT
22		USS <i>Barry</i> (DS <i>Barry</i> ; note that the historic name is being used for the Section 106 assessment) Anacostia River, Washington Navy Yard	Commissioned in 1956 by the US Navy and constructed in Bath, Maine, the USS <i>Barry</i> (DD-933) is a 2,780-ton Forrest Sherman class destroyer named in honor of Commodore John Barry (1745-1803). After that second tour, the USS <i>Barry</i> was decommissioned in November 1982. The ship has been moored at the Washington Navy Yard since 1983.	Potentially Eligible (The Navy and the DC SHPO are currently resolving eligibility; ship is being treated as eligible for Project purposes only.)	No Adverse Effect
23		Skyline Inn 10 I Street SW	Seven-story hotel building completed in 1963. Designed by architect Morris Lapidus, while he led the firm Lapidus, Harle & Liebman. Although restrained and originally designed with a Colonial Revival interior in response to Washington's more conservative architectural milieu, the building responds to architectural tenets of the modern era. The Skyline Inn was the Southwest's first hotel, constructed as a result of the urban renewal project carried out in Southwest Washington between 1945 and 1973.	Eligible per comments from the DC SHPO on September 18, 2014	No Adverse Effect

APPENDIX B:

DC State Historic Preservation Office Determination of Eligibility Form for the Skyline Inn



DC STATE HISTORIC PRESERVATION OFFICE DETERMINATION OF ELIGIBILITY FORM

PROPERTY INFORMATION

Property Name(s): Skyline Inn, Capitol Skyline Hotel, Best Western Capitol Skyline
Street Address(es): 10 I Street SW, Washington, D.C. 20024

Square(s) and Lot(s): Square Number 646, Lot 802

Property Owner(s): South Capitol Holdings, LLC

Please include a current map(s) to indicate the location of the property/properties.

The property/properties is/are being evaluated for potential historical significance as/for:

- ☒ An individual building or structure.
- ☐ A contributing element of a historic district (specify):
- ☐ A possible expansion of a historic district (specify):
- ☐ A previously unevaluated historic district to be known as (specify):
- ☐ An archaeological resource with site number(s) (specify):
- ☐ An object (e.g. statue, stone marker etc.) (specify):
- ☐ A new multiple property/thematic study regarding (specify):
- ☐ Association with a multiple property/thematic study (specify):
- ☐ Other (specify):

Description, rationale for determination, photos & other pertinent information (enter below):

Introduction

Completed in 1963, the seven-story Skyline Inn has a rectangular-plan footprint and occupies Square 646 in the Southwest quadrant of Washington, D.C. Square 646 constitutes a single block bounded by I Street SW, South Capitol Street SW, K Street SW, and Half Street SW. A one-story ell extends from the rectangular-plan hotel's rear, south elevation and the building's west elevation. The building shares Square 646 with an L-shaped, surface-level parking lot, an in-ground swimming pool, and a concrete patio. The building sits on a concrete foundation, has a reinforced-concrete frame,

and the exterior is clad in concrete stucco, treated in a rough pebble-dash finish in some areas and stamped in others.

Designed by architect Morris Lapidus, while he led the firm Lapidus, Harle & Liebman in New York, the Skyline Inn responds to architectural tenets of the modern era. Lapidus is best known for his lavish and glamorous Miami Beach hotels and resorts, often regarded as gaudy by his Modernist critics. The Skyline Inn was constructed as a result of the urban renewal project carried out in Southwest Washington between 1945 and 1973. During this period, buildings on approximately 550 acres in the District's Southwest quadrant were demolished. The building's original name is the Skyline Inn, but the hotel has also operated as the Best Western Capitol Skyline and today operates under the name Capitol Skyline Hotel.

This Determination of Eligibility (DOE) includes a brief discussion of the building's physical appearance and alterations, the property's historic context, and an NRHP eligibility assessment.

Historic Context

Southwest Washington, D.C., Urban Renewal

The Skyline Inn in Southwest Washington, DC, presently occupies a block that became available for development as a result of the urban renewal effort to redevelop the District's Southwest quadrant between 1945 and 1973. This large-scale effort was among the nation's earliest urban renewal undertakings and the first of its size executed in the District of Columbia. Though the Southwest urban renewal area does not qualify as the District's largest redevelopment effort, as a full-scale attempt to demolish and rebuild the majority of the Southwest quadrant, it represents the most comprehensive and all-inclusive urban renewal project ever carried out in Washington, DC, to date. The project set several precedents for urban renewal practices throughout the United States, including using design competitions to commission buildings and structures.¹

The D.C. Redevelopment Land Agency (RLA), created by the Redevelopment Act of 1945, initiated the project in 1950, after a Comprehensive Plan published by the National Capital Park and Planning Commission (NCPPC) identified the Southwest quadrant as a "problem area." Consequently, these findings ushered in an era of demolition and rebuilding that lasted nearly twenty years. Between 1954 and 1959, buildings occupying approximately 550 acres of land in the area were demolished. With nearly the entire Southwest quadrant leveled by 1959, the area essentially became a venue for experimentation and implementation of the planning and architectural ideologies of the Modern Movement. Though the plans for the project were in effect for a forty-year period, redevelopers completed nearly all of the proposed building by 1973.

¹ Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, Bounded by Independence Avenue, Washington Avenue, South Capitol Street, Canal Street, P Street, Maine Avenue & Washington Channel, Fourteenth Street, D Street, & Twelfth Street, Washington, District of Columbia, DC, Washington, DC, Historic American Buildings Survey #DC-856, 3.

In order to support a high standard for the design of new buildings and sites in the Southwest neighborhoods, the RLA:

“hired nationally renowned architects for many of the plans and projects and employed several tactics in order to actively pursue high quality architectural design. Three specific tactics the RLA cited include: developing site plans for portions of the area, with the aim of visualizing building massing, separations, and the flow of air and light; selling or leasing particular building sites through design competitions (which only occurred later in the process); and engaging an Architectural Advisory Panel to assist architects and developers in coordinating materials, scale, and building orientation between project.”²

Federal Urban Renewal Commissioner William Slayton outlined the design approach for the Southwest’s redevelopment, explaining that:

“We ought not to continue to build the same thing we have been building over and over again. We ought to try some new ideas, some new relationships between buildings, some other types of units - all sorts of different ideas for urban living.”³

Initially, the redevelopment plan’s Project Area C encompassed the quadrant’s Square 646, the Skyline Inn’s present location. Project Area C included approximately 442 acres of Southwest Washington, roughly bounded by I Street SW, South Capitol Street SW, Maine Avenue SW, and P Street SW. In 1955, redevelopers proposed that a 30.5-acre section of Project Area C be separated and treated as Project Area C-1. In early 1956, D.C. Commissioners approved this new section, as they realized that the smaller Project Area C-1 could be developed faster and more efficiently as a separate entity.⁴ Prior to this distinction, a public housing development and a portion of the plan’s Project Area B physically divided the 30.5 acre section of parcels from an otherwise intact Project Area C. I Street SW, South Capitol Street SW, M Street SW, and Delaware Avenue SW roughly bounded Project Area C-1, which encompassed Square 646. With Project Area C-1 slated for redevelopment by public and private entities, the plan distributed 80 percent of the land area to the District of Columbia, roughly 6 percent for residential use, and the remaining 14.8 percent for commercial development.

Amid the small number of private commercial properties developed in Project Area C-1 during urban renewal, the Skyline Inn was also the first hotel completed in the “new Southwest.”⁵ Due to the site’s close proximity to the interstate, South Capitol Street thoroughfare, and U.S. Capitol Building, Square 646 provided an ideal and easily accessible location for a hotel. The architectural firm Lapidus, Harle & Liebman submitted plans for the Skyline Inn as part of the winning submission to Design Competition No. 4 in 1961. In its entirety, the design included an office building and a

² Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 132.

³ Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 132.

⁶ Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 102.

⁶ Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 102.

transportation center (which were not built), in addition to the hotel, which was the only part of the winning submittal that was executed.⁶

In December 1965, the Southwest urban renewal area received the American Institute of Architects' (AIA) first Citation for Excellence in Community Architecture. Individual community projects received awards as well; the Skyline Inn did not receive any awards.⁷ Despite the Southwest urban renewal project's accolades, there were also shortcomings. Architectural critic Wolf von Eckardt "called the Southwest's haphazard architectural style's 'incoherent'" and noted "the failure of planning to provide the facilities and structure necessary to make Southwest either part of the city or a self-contained neighborhood of its own."⁸ The Skyline Inn has an important historical association with the Southwest urban renewal area, certainly important as a large-scale and ambitious attempt to eradicate decay and blight, but there is not evidence to suggest that the hotel was an outstanding element within the project area or that the building set a precedent for hotel design or commercial development in the new Southwest. However, the Skyline Inn may be notable as the first hotel constructed as part of the project, and the DC SHPO notes that "if being a "first" is noteworthy, one could argue that the Capitol Skyline was the quadrant's first hotel."⁹

Architect Morris Lapidus

Born in Russia in 1902, architect Morris Lapidus immigrated to the United States at an early age. Lapidus studied at New York University and later earned a degree in architecture from Columbia University.¹⁰ His career in architecture began in 1927. Initially, Lapidus found work designing retail store interiors, followed by hotel resort interiors. After receiving his first building commission in the early 1950s, Lapidus went on to design over 200 hotels and 1,200 buildings before he retired in 1984. Lapidus's designs faced criticism for the majority of his career, but critics later regarded him as an icon and a Postmodern master.

Cultivated over time, Lapidus' signature style and design approach became characterized by "broad strokes, juxtaposing modern and traditional forms, as well as color, texture, and light."¹¹ Discussing architect Erich Mendelsohn's influence on his designs, Lapidus wrote, "I found in his work a tremendous desire to break loose from cubistic and rectangular buildings. His sweeping, curving undulating buildings excited me, and he had a profound influence on my career."¹² The architect often sought to remove right angles from his designs, preferring unusual floor plans and dominant curving, distinctive shapes instead.

⁶ Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 102.

⁷ Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 132, 133.

⁸ Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 132, 133.

⁹ DC State Historic Preservation Officer Correspondence to the Federal Highway Administration, September 18, 2014.

¹¹ Matthew A. Postal, Research Department, Landmarks Preservation Commission, "Summit Hotel," LP-2176, May 17, 2005, 1.

¹¹ Matthew A. Postal, Research Department, Landmarks Preservation Commission, "Summit Hotel," LP-2176, May 17, 2005, 1.

¹² Morris Lapidus, *An Architecture of Joy* (Miami: E.A. Seemann, 1979), 217.

Morris Lapidus first became well-known for his lavish, over-the-top Miami Beach hotels, most notably the Fontainebleau Hotel (1954) and the Eden Roc Hotel Resort (1955). In contrast to the streamlined Modern architecture of this era, these buildings featured whimsical, curved elements—including amoeba-like cutouts he referred to as “woggles” and “cheese holes”—and glamorous interiors saturated with lavish and glitzy details.¹³ Lapidus favored the use of dramatic finishes and decorative elements in his buildings’ interiors, rejecting the hallmarks of the Modern Movement and International Style. Built during the destination town’s revival, these Miami Beach hotels were often labeled neo-baroque and “modern French chateau.” Critics immediately rejected Lapidus’ work as obscenely panache, mockingly referring to his unique style as “Miami Beach French.”¹⁴

Several of Lapidus’ early-1960s projects designed and constructed during the same timeframe as the Skyline Inn garnered immediate attention from the public and critics. In Miami Beach, his redesign of Lincoln Road (1960) resulted in one of the first pedestrian malls in the United States. Other notable buildings from this era include the Temple Menorah (1962) in Miami Beach and New York’s Summit Hotel (1961) and the Americana of New York Hotel (1962).¹⁵ Despite being far removed from the warm resort town of Miami Beach, the New York hotel’s featured Lapidus’ signature whimsy and creativity. The Summit Hotel was admired for its unusual “S-curve” shape, colorful light and dark green exterior, and a striking stainless-steel sign attached down the building’s side elevation.¹⁶

Many of his critics, primarily Modern Movement purveyors, shunned Lapidus for the remainder of his career. They found these ornate designs perverse, believing all non-functional ornament and decoration should be eschewed from design. Despite these criticisms, Lapidus identified as a Modernist. However, his more elaborate commissions generally only followed the conventions of Modernism in the sense that he rejected the traditional principles of architecture in these designs. In recent years, scholars identified Lapidus as a “postmodernist long before the term existed,” and

¹⁵ Allan Horton, “Pattern Recognition,” review of *Morris Lapidus: The Architecture of Joy*, by Deborah Desilets, *The Architects Newspaper*, March 18, 2011, <http://archpaper.com/news/articles.asp?id=5230#.VCLaz5RdWNg>; Postal, “Summit Hotel,” 1, 2.; Joan M. Marter, *The Grove Encyclopedia of American Art, Volume 1* (Oxford, New York: Oxford University Press, 2011), 104.

¹⁵ Allan Horton, “Pattern Recognition,” review of *Morris Lapidus: The Architecture of Joy*, by Deborah Desilets, *The Architects Newspaper*, March 18, 2011, <http://archpaper.com/news/articles.asp?id=5230#.VCLaz5RdWNg>; Postal, “Summit Hotel,” 1, 2.; Joan M. Marter, *The Grove Encyclopedia of American Art, Volume 1* (Oxford, New York: Oxford University Press, 2011), 104.

¹⁵ Allan Horton, “Pattern Recognition,” review of *Morris Lapidus: The Architecture of Joy*, by Deborah Desilets, *The Architects Newspaper*, March 18, 2011, <http://archpaper.com/news/articles.asp?id=5230#.VCLaz5RdWNg>; Postal, “Summit Hotel,” 1, 2.; Joan M. Marter, *The Grove Encyclopedia of American Art, Volume 1* (Oxford, New York: Oxford University Press, 2011), 104.

¹⁶ Postal, “Summit Hotel,” 1, 5.

both the Society of Architectural Historians and the Smithsonian Cooper-Hewitt National Design Museum gave him praise and recognition for his work.¹⁷

The Skyline Inn

While heading the New York-based firm Lapidus, Harle & Liebman, architect Morris Lapidus designed the Skyline Inn. Unlike Lapidus's now-revered Miami Beach resorts, more recently identified as exemplary Postmodern buildings, the Skyline Inn represents a more straightforward expression of Modernism and an interpretation of the movement's International Style blended with Neo-Formalism elements. The building's box-like form and rectangular plan are void of the curved and visually sweeping lines that dominated well-known Lapidus commissions. His decision to execute the Skyline Inn in a more mainstream and streamlined fashion may have stemmed from Lapidus's attempt to deliver a design that would complement the Southwest's ongoing redevelopment projects, as this urban renewal project was characterized by more traditional Modernist architectural and planning trends while respecting the traditional character of other parts of the city. Consequently, the Skyline Inn lacks the panache, exuberance, and grandeur that Lapidus is celebrated for today and instead, the building appropriately responds to the more refined and restrained architectural environment that defines Washington, DC.

While designing the Skyline Inn, Lapidus utilized the hallmarks of Modern architecture, drawing heavily from the International Style's precepts for a modular and repetitive design language. Lapidus employed trademark International Style characteristics, including the building's box-like form and flat roof and the glass curtain walls which comprise the majority of the building's facade and rear elevation.¹⁸ Neo-Formalism elements are notable in the columnar supports and symmetry. Lapidus executed the hotel's lobby in the traditional Colonial Revival style, juxtaposing the building's exterior. He likely made this decision as a nod to the city's generally conservative architectural vocabulary. The traditional lobby also contrasted with the building's other interior spaces, including the restaurant and lounge, as they were streamlined in design. (Recent renovations to the building have incorporated post-Modern furnishings, which detract from the original Colonial Revival spaces.) The building's rectilinear openings, coupled with the juxtaposed Colonial Revival-inspired and Modern interior spaces, are atypical of Lapidus designs. Although the Skyline Inn lacks the whimsy for which he is revered, Lapidus was likely attempting to deliver a design more appropriately suited for Washington, DC, particularly one that was located within view of the United States Capitol Building..¹⁹

Later, the Skyline Inn operated as the Best Western Capitol Skyline Hotel, before it was purchased by the Rubell family in 2002. Notable Miami Beach hoteliers, the Rubells maintained the hotel's Best Western association, but changed the hotel's name to the Capitol Skyline Inn that year. While the

¹⁷ Parson Brinckerhoff, *Identification of Historic Architectural Resources*, 2005, 4-24.

¹⁸ Parson Brinckerhoff, *Identification of Historic Architectural Resources*, 2005, 4-24.

¹⁹ Parson Brinckerhoff, *Identification of Historic Architectural Resources*, 2005, 4-24.

original exterior and interior finishes remained intact, the building's condition had significantly deteriorated by this time, after years of inadequate maintenance. The building's former owners frequently closed off rooms rather than performing repairs. By 2002, the Skyline Inn's restaurant, several banquet rooms, and many guest rooms were no longer in functioning order. The hotel underwent a year-long renovation, completed in December of 2003, and a second renovation was carried out between 2008 and 2012. Prior to the 2008 renovation, the Rubells dissolved the Best Western contract and now operate the Capitol Skyline Hotel independently.

Lapidus' Washington, DC, Buildings

Morris Lapidus was involved in the design of six buildings in Washington, DC. In addition to the Skyline Inn, these buildings include the International Inn (1962), Chalk House West (1963-66), 1800 G Street NW (1962), 1100 L Street NW (1967), and 1425 K Street NW (1970). The latter three are office buildings. The Skyline Inn, International Inn (Washington Plaza Hotel), and Chalk House West (Riverside Condominium Apartments) were included in *DC Modern: A Context for Modernism in the District of Columbia, 1945-1976's* "List of Representative Examples of Modern Architecture".²⁰ According to this study, "Listing in this inventory does not indicate that a property is eligible for inclusion in the National Register of Historic Places or the DC Inventory of Historic Sites. Rather, the selected resources merit consideration, and in some cases, further investigation for a more complete understanding of significance."²¹ The office buildings are not included in the study's list; the building at 1425 K Street NW has been substantially altered.

No information about the Skyline Inn's historical or architectural significance is included in the study or the representative list. The list does include a column entitled "Selected Notes," which references a *Washington Post* article from September 17, 1971, for the Skyline Inn. This article, "Calendar: September 17-23," includes details about a performance held at the hotel and does not include any pertinent information about the Skyline Inn.²²

International Inn

The International Inn, today the Washington Plaza Hotel, is located at 10 Thomas Circle NW and was completed in 1962. The hotel marked Thomas Circle's transition from residential to commercial. The building features an interesting blend of the International Style and Expressionist motifs. The building features a notable curved-plan footprint that responds to its location on Thomas Circle and expanses of windows and concrete bands. Originally, the building's facade was painted in contrasting light and dark colors to highlight the bands of concrete balconies. Lapidus designed the building's hallways with a curvature to conceal the actual length of the corridors from hotel patrons

²⁰ Robinson & Associates, Inc., "DC Modern: A Context for Modernism in the District of Columbia, 1945-1976, List of Representative Examples of Modern Resources," Prepared for the District of Columbia Historic Preservation Office (HPO), January 23, 2009, 15.; Robinson & Associates, Inc., "DC Modern: A Context for Modernism in the District of Columbia, 1945-1976," Prepared for the District of Columbia Historic Preservation Office (HPO), January 23, 2009.

²¹ Robinson & Associates, Inc., "DC Modern: A Context for Modernism in the District of Columbia, 1945-1976, List of Representative Examples of Modern Resources," 1.

²² "Calendar: September 17-23," *Washington Post*, September 17, 1971, B8.

who might be tired from carrying bags and suitcases. When stepping off the elevator, only a few hotel room doors were visible at a time due to this curvature. Lapidus also designed a large glass dome to cover the hotel's pool for year-round use. The pool was an "instant landmark, and a hit with hotel patrons."²³ However, the dome was removed in 1981.

When discussing the International Inn, Lapidus noted, "I don't think it should set a mode for Washington architecture, but it blends in without getting lost. It doesn't violate any of the hoary principles of Federal architecture."²⁴ This explains Lapidus' design approach in Washington, DC: building's were meant to fit the context of their environment, yet stood out enough to be noticed without being offensive.

The International Inn incorporates trademark Lapidus' features, for the architect desired to "break loose from the cubistic and rectangular buildings" and proclaimed that "curving, undulating buildings excited [him]."²⁵

Chalk House West

Constructed between 1963 and 1966, Chalk House West was also a component of redevelopment in the new Southwest. Lapidus, Harle & Liebman's design for Chalk House West was the winning submission to Design Competition No. 3.²⁶ The firm's design defeated eighteen other submissions. Situated along the Potomac River's Washington Channel, the 324-unit complex is comprised of 280 apartments in two high-rise buildings, 32 maisonettes, and 12 townhouses.

Today, Lapidus' Chalk House West is subdivided into the Riverside Condominium Apartments, the Edgewater Condominium Apartments, and 1401-1415 Fourth Street SW, which has greatly diminished the original unified appearance of the Modern-era complex. The property does retain many of its natural features, which were carefully selected to create privacy for the residents within the urban setting.

Modern Development in Washington, DC

While the ambitious redevelopment project was ongoing in the District's Southwest neighborhood, rapid Modern-era commercial development was also occurring at a steady rate in the city's "new downtown" through the 1950s and 60s. This area, referred to as the K Street Corridor, was concentrated in a half-mile around 16th and K Streets NW.²⁷ The new Southwest provided Modernist architects and planners with experimental opportunities, but the K Street corridor was developed by builders, developers, and architects. Morris Lapidus was also among these architects, designing three commercial office buildings in the K Street Corridor between 1962 and 1970. A great demand for office space ensured developers that tenants would quickly fill these new commercial buildings.

²³ Paul Kelsey Williams, "Scenes from the Past...", *The InTowner*, January 2002, 10

²⁴ "Architect Lapidus Sees Trends Toward Dramatic," *Washington Post*, September 5, 1962, B5.

²⁵ Morris Lapidus, *An Architecture of Joy* (Miami: E.A. Seemann, 1979), 217.

²⁶ Historic American Buildings Survey, Southwest Washington, Urban Renewal Area, 66.

²⁷ Robinson & Associates, Inc., "DC Modern: A Context for Modernism in the District of Columbia, 1945-1976, List of Representative Examples of Modern Resources," 60.

Several K Street buildings constructed during the 1950s served as early prototypes for Modern office buildings in the District and the “new downtown.” As an unprecedented office building boom continued through the 1960s, several stylistic trademarks developed. The majority of these office buildings featured limestone exteriors, expanses of ribbon windows, and aluminum frames and mullions. The K Street Corridor’s new office buildings served corporations, consulting firms, lobbyists, and even the Federal Government. The buildings were sleek, restrained, and sometimes austere. Within the context of 1960s Modern development in the city, the Skyline Inn’s curved, modular openings and multi-colored exterior present an element of whimsy, in comparison to the more reserved commercial development occurring in the K Street Corridor.

Architectural Description

Exterior

The 203-room, seven-story Skyline Inn occupies a rectangular footprint with an attached, one-story ell extending from the building’s rear south elevation. A one-story, rectangular-plan, flat-roof section is attached to the building’s west elevation. The building sits on a concrete foundation, has a reinforced-concrete frame, and features an exposed concrete framework that is most prominent at the building’s facade and rear elevation. Oriented north toward I Street SW, the building is slightly setback from the road and a semi-circular driveway approaches the facade. The Skyline Inn does not occupy the entire parcel nor is it centered on the site; though the building’s east elevation touches the property’s South Capitol Street boundary, the building’s footprint does not extend the block’s entire length between South Capitol Street and K Street SW.

The building’s exposed concrete framework is treated in a rough, pebble-dash finish, whereas expanses of wall at the building’s first story, the east elevation’s upper stories, and the west elevation’s upper stories are clad in beige brick veneer. The corner radii of the building’s exposed framework are rounded; due to the curvature of the openings formed by the framework, the Skyline Inn has been colloquially referred to as a “space-age honeycomb.”²⁸ Opaque panels—either a painted metal or slate veneer—are a common design element repeated throughout the building’s exterior, used instead of glass panes.

The first story is slightly recessed behind the framework’s vertical pillars, giving the appearance that the building’s projecting upper stories are supported by the pillars. The building’s central entrance is comprised of paired, sliding glass doors, flanked on either side by three door-height, aluminum-frame picture windows. Elongated, concrete planters attached to the facade also flank the building’s central entrance. Here, a porte-cochere is attached perpendicular to the framework’s first-story bulkhead. The porte-cochere extends northward from the facade toward I Street SW, covering the semi-circular driveway. The porte-cochere’s flat roof features down-turned side edges and an up-turned lip facing I Street SW.

A raised, west-end entrance, approached by concrete steps and a concrete porch, provides access to the hotel's restaurant. Paired, aluminum-frame glass doors are topped by a concrete panel housed in the entrance's transom. This panel is painted to match the opaque panels located throughout the building's exterior. Due to the rectangular-plan, one-story section attached to the Skyline Inn's west elevation, the facade's first story is extended westward beyond the building's rectangular footprint and concrete framework. Aluminum frame, fixed-light windows span between the entrance and the facade's end. Painted concrete panels are also located above and below the windows. Between the ground-level central and west-end entrances, three globe light fixtures hang from the building's projecting second story. The west-end porch's hand rails also feature globe light fixtures. Centered between the central entrance and the ground-level facade's east end, a two-bay-wide opening provides access to covered parking located beneath the building. The facade houses two tri-part, one-over-one light, aluminum-frame windows east of the two-bay-wide opening.

The facade's upper stories and the rear elevation's upper stories are identical. The long facade and rear elevation are primarily formed by glass housed within the concrete framework. Here, the concrete framework is dressed in a pebble-dash finish. At every facade and rear-elevation upper story, the framework forms four small, central clusters of windows flanked by elongated, uninterrupted bands of ribbon windows and terminate in two small clusters of windows. This creates ten framework openings at every upper story. Each framework opening contains recessed, individual, fixed-light panes housed in an aluminum-frame geometric pattern. Each opening's bottom panes contain opaque panels, not glass. The building's facade and rear elevation's terminate in a horizontal header formed by the concrete framework. A sign reading "CAPITOL SKYLINE HOTEL" is attached to the facade and rear elevations' upper east-end corners.

The three-bay-wide east and west elevations' first stories are clad in beige brick veneer. The east elevation's first story contains a recessed metal door and two paired, one-over-one light, aluminum-frame windows. Beige brick veneer clads both elevations' upper-story central bays. A single framework opening flanks the brick on either side. Each opening contains a prominent opaque panel and one multi-light, fixed-light, aluminum-frame window in the openings' outer ends. Each window's bottom pane contains an opaque panel. Both side elevations terminate in a header formed by the concrete framework.

Attached to the building's rear, southeast elevation, the one-story rear ell features an undulating, wave-like roof form perhaps its most whimsical element. The ell's east elevation forms one side of the hotel's swimming pool plaza. The patio area surrounding the in-ground swimming pool is concrete. A concrete and beige brick wall encloses the patio.

Interior

Morris Lapidus designed the Skyline Inn's lobby in the Colonial Revival style, but incorporated Modern design features elsewhere in the building's interior. The building's lobby features Doric columns and pilasters, wainscoting, chair railing, crown molding, and a coffered ceiling.

columns support round-arch window openings and Doric pilasters support arches featuring keystones above the lobby's rear windows. A hallway clad in wood paneling that leads from the lobby to first-floor meeting rooms and the building's rear patio space, also features Colonial-inspired light fixtures. The first-story interior's intact Modern elements include the restaurant's terrazzo-tile floor and a tiled stairwell that leads to the basement concession area and the subterranean parking garage. The stairwell features modernistic, geometric-form sculpted wall and an array of aqua-colored wall tiles that vary in size. The building's private guest rooms were also executed in the Colonial Revival style.

Alterations to the Skyline Inn

The Skyline Inn's exterior remains relatively unaltered. Originally, individual signs that each featured a single letter were attached to the building's east elevation and ran vertically down the elevation's center. Collectively, the signage read "SKYLINE INN." The signs were later removed and replaced with a sign reading "BEST WESTERN," which has also since been removed. Concrete planters and exterior first-story concrete panels were painted to match the upper-story opaque panels. The three extant globe light fixtures replaced fixtures with smaller globe lights.

In 2002, the Skyline Inn underwent a year-long renovation. During this time, the owners updated the interior using the Best Western hotel chain's approved fabrics, furnishings, and wall coverings. The Rubells maintained and preserved the building's mixed traditional and Modern interior. The building's Colonial Revival-style and Modern-influenced finishes, including the stairwell's tile and the restaurant's terrazzo-tile flooring, remained intact during the renovation. Beginning in 2008, the pool and rear concrete patio were resurfaced. This work was completed in 2009. The Rubells also began carrying interior improvements and updating finishes for the second time in 2008. Modern décor and wall treatments were selected, with an emphasis on whimsical furnishings rather than Colonial Revival pieces for the hotel's public spaces, but the building's interior architectural elements remained intact. The owners completed these renovations in 2012. Today, the hotel's guest rooms feature traditional and Colonial Revival-style inspired decor and furnishings.

Summary of Previous Evaluations

The Skyline Inn was evaluated as part of the Environmental Impact Statement prepared for the South Capitol Street Corridor Project in 2005. At that time, the building was assessed and determined to be not eligible and also not exceptionally important per NRHP standards for properties less than 50 years of age; however, it was recommended that the hotel be reassessed upon reaching 50 years of age.

NRHP Eligibility Assessment

The Skyline Inn was evaluated for listing in the NRHP under Criterion A, B, and C. The property was not evaluated under Criterion D. Based on guidance provided by the DC SHPO, the context study *DC Modern* was used in this assessment; while the evaluation guidelines in the report do not support eligibility, additional consideration applying NRHP Criteria indicates that the Skyline Inn possesses significance to warrant listing in the NRHP.

The building is eligible under Criterion A. The Skyline Inn possess a direct connection to the Southwest Washington, DC, Urban Renewal Area, one of the earliest urban renewal efforts in the United States and the largest and most comprehensive redevelopment project executed in Washington, DC. The building's design was selected through a federal program carried out by the DC Redevelopment Land Association (RLA) to ensure high quality architecture in the Southwest. Morris Lapidus' design for the Skyline Inn was selected through Design Competition No. 4, held by the RLA. As the first hotel and one of only a few hotels in the Southwest, the Skyline Inn also served an important role in its neighborhood due to its proximity to the United States Capitol Building and location along the South Capitol Street thoroughfare, providing visitors accommodations. Therefore, the property is eligible under Criterion A.

The building is not eligible under Criterion B. Research did not indicate any significant associations with the lives of significant persons in the past; therefore, the Skyline Inn is not eligible under Criterion B.

The building is eligible under Criterion C. Master architect Morris Lapidus designed the Skyline Inn. The building is a representative example of International Style and Neo-Formalist elements blended together. Though Lapidus is revered for his whimsical, curving, and elaborate designs, the Skyline Inn represents a restrained version of the architect's work that responds to the District's more conservative architectural environment and acknowledges the building's proximity to the United States Capitol Building. This is evident from the Colonial Revival-style interior portions of the hotel, highly atypical for Lapidus and an interesting acknowledgment of the restraint that Lapidus exercised in his winning design. In the context of city's Modern development, the Skyline features more curvilinear ornamentation in an allusion to the whimsy for which he was known when compared to contemporary development that was carried out in the K Street Corridor at that same time. In the context of the Lapidus' body of work in Washington, DC, the Skyline Inn is the most intact of the architect's more notable buildings, specifically the International Inn and Chalk House West. Therefore the building is eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The Skyline Inn retains exterior integrity of design, materials, workmanship, location, association and feeling. The building retains only moderate integrity of setting due to recent commercial development near the hotel; however, select historic buildings remain in the area, and the view to the United States Capitol Building remains in place. The historic property boundary is limited to the tax parcel that contains the hotel and its outdoor features.

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PREPARER'S DETERMINATION

Eligibility Recommended ☒

Eligibility Not Recommended ☐

Applicable National Register Criteria:

Applicable Considerations:

A ☐ B ☐ C ☐ D ☐

A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐

Prepared By: (specify Name, Title & Organization):

Date: May 20, 2014

Kelsey Britt/Architectural Historian/Parsons Brinckerhoff

DC SHPO DETERMINATION AND COMMENTS

Determined Eligible ☐

Determined Not Eligible ☐

Reviewed By (specify):

Date:

DC Government Project/Permit Project Log Number (if applicable): _____





View to the southeast



View to the northwest

APPENDIX C:

Section 106

**Project Correspondence (provided
upon request to DDOT)**

APPENDIX D:

Amended and Restated Memorandum of Agreement

**AMENDED AND RESTATED
MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICER,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE DISTRICT DEPARTMENT OF TRANSPORTATION,
REGARDING
THE SOUTH CAPITOL STREET PROJECT WITHIN
THE DISTRICT OF COLUMBIA**

This Amended and Restated Memorandum of Agreement (Amended MOA) is entered into by and among the Federal Highway Administration (FHWA), the District of Columbia State Historic Preservation Officer (DC SHPO), the Advisory Council on Historic Preservation (ACHP) and the District Department of Transportation (DDOT) as an invited signatory (individually referred to herein as "Signatory" and collectively as "Signatories").

WHEREAS, the Signatories executed a Memorandum of Agreement (MOA) effective as of December 13, 2011, to address the effects of the South Capitol Street Project's Preferred Alternative; and

WHEREAS, the South Capitol Street Project's Preferred Alternative presented in the Final Environmental Impact Statement (FEIS) has been changed and a Revised Preferred Alternative (Undertaking) has been presented in the South Capitol Street Supplemental Environmental Impact Statement (Supplemental EIS); and

WHEREAS, the Revised Preferred Alternative introduces elements and alters project plans, requiring Section 106 reevaluations and results in the need for an Amended MOA, which is being executed in accordance with Stipulation VIII of the 2011 MOA and 36 CFR 800.6 (b)(2); and

WHEREAS, DDOT, in conjunction with FHWA, proposes to make improvements to the Suitland Parkway Interchange with I-295 and the South Capitol Street Interchange with I-395 and is, therefore, responsible for further compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 300101), and its implementing regulations provided in 36 CFR Part 800; and

WHEREAS, due to project changes, the National Capital Planning Commission (NCPC) remains a Consulting Party, but has documented in writing (Attachment 1) that it will no longer be a Signatory to this Amended MOA because it no longer has a federal action which meets the definition of Undertaking as defined under 36 CFR 800.16(y); and

WHEREAS, the purpose of this Amended MOA is to amend and restate in its entirety the MOA that was executed in December 2011; and

WHEREAS, the Undertaking, proposed in the Supplemental EIS and associated Section 106 studies that are the subject of this Amended MOA, will be the replacement of the Frederick Douglass Memorial Bridge with a new fixed bridge parallel to the existing bridge, and updates to the South Capitol Street Corridor converting it into an urban boulevard,

which will provide a gateway to the US Capitol and Monumental Core. The Undertaking also will include elements that accommodate existing and potential transit facilities and provide enhanced pedestrian and bicycle facilities, as well as streetscape features (Attachment 2); and

WHEREAS, FHWA administers the Federal-Aid Highway Program in the District of Columbia authorized (23 U.S.C. 101 et seq.) through Federal-aid Agreement with DDOT as project sponsor (49 CFR 1.48) and, as such, DDOT is responsible for executing the proposed Undertaking in accordance with the terms of this Amended MOA; and

WHEREAS, the National Park Service (NPS) is the federal agency with jurisdiction over Anacostia Park and the Anacostia River riverbed within the project area and has participated as a Consulting Party in the development of this Amended MOA; and

WHEREAS, NPS will conduct Section 106 review and compliance for proposed modifications to roadways within Anacostia Park, which are unlikely to result in "adverse effects," and for NPS permits (Special Use Permits) required to complete work as part of the South Capitol Street Project; and

WHEREAS, DDOT has jurisdiction over the Suitland Parkway in the District of Columbia; and

WHEREAS, the U.S. Army Corps of Engineers (USACE) and the U.S. Coast Guard (USCG) permit approvals will be necessary to complete the Undertaking, and these agencies have designated FHWA the lead federal agency to fulfill their collective responsibilities under Section 106 in accordance with 36 CFR 800.2(a)(2); and

WHEREAS, FHWA has consulted with DC SHPO pursuant to Section 106 of the NHPA; and

WHEREAS, DC SHPO is a Signatory to this Amended MOA, in accordance with 36 CFR Part 800.6(c)(1)(ii); and

WHEREAS, the revised Area of Potential Effects (APE) for the Undertaking has been determined by FHWA in accordance with 36 CFR 800.4(a)(1) and in consultation with DC SHPO and Consulting Parties and has been updated for the Supplemental EIS; the revised APE is included in Attachment 3 of this Amended MOA; and

WHEREAS, it has been determined that there are twenty-three built historic properties within the revised APE, as listed in Attachment 4 of this Amended MOA; and

WHEREAS, it has been determined that no known archaeological sites are present within the area of anticipated direct effects (Limits of Disturbance [LOD]) within the revised APE; and

WHEREAS, the NPS, NCPC, USACE, USCG, U.S. Navy, Capitol Hill Restoration Society, Heritage Preservation, Southwest Neighborhood Assembly, Washington Metropolitan Area Transit Authority, Georgetown University Law Center, Commission of Fine Arts (CFA), Advisory Neighborhood Commission 6D, and Friends of Garfield Park have participated in the project as Consulting Parties; and

WHEREAS, FHWA has determined that the Undertaking will have an "adverse effect" on the Plan of the City of Washington, DC (L'Enfant Plan), through the introduction of a traffic oval

that will interrupt the linear integrity of Potomac Avenue, one of the original diagonal roadways in the L'Enfant Plan, at its intersection with South Capitol Street; and

WHEREAS, in accordance with 36 CFR 800.6(a)(1), FHWA notified the ACHP of the adverse effect determination, and the ACHP has chosen to participate in the consultation pursuant to 36 CFR 800.6(a)(I)(iii) and is a Signatory to this Amended MOA; and

WHEREAS, the Undertaking will no longer have an "adverse effect" on the Suitland Parkway, a property listed in the National Register of Historic Places (NRHP), because the Undertaking will no longer require the removal and replacement of the Martin Luther King, Jr. Avenue overpass, which is a contributing element to the Suitland Parkway; and

WHEREAS, FHWA has determined that the Undertaking will have no adverse effect on other historic properties within the revised APE, which are included in Attachment 3 and Attachment 4; and

WHEREAS, DDOT's obligations under this Amended MOA are subject to the provisions of: Title 23 Code of Federal Regulations, Section 771.109 and (i) the federal Anti-Deficiency Act, 31 U.S.C 1341, 1342, 1351, (ii) the District of Columbia Anti-Deficiency Act, DC Official Code 47-355.01-335.08, (iii) DC Official Code 47-105 and (iv) DC Official Code 1-204.46 (2006 Supp.), as the foregoing statutes may be amended from time to time, regardless of whether a particular obligation has been expressly so conditioned; and

WHEREAS, DDOT is authorized to enter into this Amended MOA pursuant to Sections 5(1)(A)-(D) and 6(b) of the Department of Transportation Establishment Act of 2002, DC Law 14-137, DC Official Code 50-921.04(1)(A)-(D) and 50-921.05(b) and as the project applicant is an invited Signatory under 36 CFR 800.6(c)(2); and

WHEREAS, public participation and involvement have been undertaken to solicit comments from interested parties through public meetings held on June 8, June 14, July 14, and August 16, 2005, and April 26 and 28, 2011; public hearings on the FEIS were held on March 4 and 5, 2008; a Section 106 Consulting Party meeting was held on June 9, 2009; and through publication and distribution of the Draft Environmental Impact Statement, Final Environmental Impact Statement, and relevant Section 106 reports. After the preparation of the Supplemental EIS was initiated, a public meeting was held on May 15, 2014, and Section 106 Consulting Party meetings were held on December 16, 2013, and July 10, 2014. Consulting Parties and Signatories were also provided copies of the *Draft and Final Section 106 Assessment of Effects for Historic Properties* Reports in August and November 2014, respectively; and

WHEREAS, all comments that were provided through the consultation process were considered and incorporated into this Amended MOA, as appropriate; and

WHEREAS, the MOA executed in December 2011 (Attachment 5) is hereby superseded by this Amended MOA.

NOW, THEREFORE, FWHA, DC SHPO, ACHP, and DDOT, agree that the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties.

STIPULATIONS

FHWA, in coordination with DDOT, shall ensure that the following measures are carried out:

I. Minimization and Mitigation Measures

A. L'Enfant Plan and New Traffic Ovals (see South Capitol Street Project Plan Illustration, Attachment 6)

1. Reservation 245. DDOT will restore Reservation 245 as green space concurrent with the construction of the West Traffic Oval in consultation with the DC SHPO and in accordance with Stipulation II of this Amended MOA. Reservations 243 and 244 were stipulated for restoration in the original MOA but are no longer available since the property owner has proposed new uses for these areas.
2. East Traffic Oval. DDOT will develop a design for the area within the proposed East Traffic Oval and its environs that will preserve open space for future development in accordance with NCPD's planning and policy documents. DDOT will develop the design in consultation with Signatories and Consulting Parties in accordance with Stipulation II of this Amended MOA.
3. West Traffic Oval. DDOT will develop a design for the area within the proposed West Traffic Oval and its environs that will visually maintain the original layout of the historic L'Enfant Plan right-of-way of South Capitol Street and Potomac Avenue and preserve open space for future development in accordance with NCPD's planning and policy documents. DDOT will develop the design in consultation with Signatories and Consulting Parties in accordance with Stipulation II of this Amended MOA.
4. Interpretative Signage. DDOT will develop and implement an interpretive signage program focusing on the L'Enfant Plan within the project area. DDOT will develop the interpretive signage program, from scope and location to final design, in consultation with Signatories and Consulting Parties in accordance with Stipulation II of this Amended MOA. The interpretive signage will be installed by DDOT by the end of the construction period.

B. Suitland Parkway

1. Consultation. DDOT will continue to consult with Signatories and Consulting Parties on roadway and intersection improvements to minimize effects on contributing elements of the historic Suitland Parkway at key project milestones in accordance with Stipulation II of this Amended MOA.
2. Contributing Elements. DDOT will ensure Project plans avoid contributing elements, such as small structures and inlets that were built during the parkway's period of significance. These contributing elements will be preserved in place.
3. Martin Luther King, Jr. Bridge. DDOT will ensure that this bridge, which is a contributing resource to the historic Suitland Parkway, will be preserved and retaining walls composed of mechanically stabilized earth (MSE) will be constructed to support new interchange ramps. These walls will not touch the

historic bridge and will be designed in a context-sensitive manner to be compatible with the bridge. A small 6"x6" cast-in-place key will be attached to the bridge abutments to provide additional load support. This key will not be readily visible to the traveling public. The project's *Visual Quality Manual* stipulates that the retaining walls be clad in a natural stone facing to match the bridge's cladding. DDOT will follow the *Visual Quality Manual* stipulations, in consultation with Signatories and Consulting Parties.

4. DDOT will reconstruct the noncontributing pedestrian bridge that connects Sumner Road SE to the west and Sheridan Drive SE to the east at its intersection with Stanton Road SE over the Suitland Parkway. The new pedestrian bridge's design will be compatible with the historic parkway setting. DDOT will submit draft plans to Signatories and Consulting Parties for design review and comment in accordance with design review procedures established in Stipulation II. B. of this Amended MOA.

C. Aesthetic Review Committee

DDOT has established an Aesthetic Review Committee (ARC) to address visual effects of the new Frederick Douglass Memorial Bridge and to provide input on potential bridge design components. DDOT will invite staff from DC SHPO, NCPD, and CFA to participate in the ARC. DDOT will lead the ARC in evaluating the visual quality aspects of the technical proposals submitted in response to the Project's Request for Proposals. The ARC will assist DDOT in assessing how well the visual quality concepts address the Project's visual design goals.

II. Design Review and Project Modifications

- A. DDOT will continue to consult with Signatories and Consulting Parties to avoid, minimize and/or mitigate any unforeseen adverse effects to historic properties associated with project implementation and modifications, and to develop plans and designs required by this Amended MOA. DDOT will notify Signatories and Consulting Parties of any proposed project changes that may alter effects assessments in accordance with Stipulation IV.
- B. DDOT will submit draft plans to each Signatory and Consulting Party for review and comment. The milestones for these reviews will be determined by DDOT and will depend upon the selected design and construction approach and related factors. Signatories and Consulting Parties will submit written comments on any proposed plans within thirty (30) calendar days of receipt of draft plans. DDOT will consider all comments received, respond appropriately, and incorporate feedback as feasible and appropriate. DDOT will address any dispute related to these reviews in accordance with Stipulation VII, Dispute Resolution.
- C. If DDOT receives substantial design modifications that would require the revised APE to be amended or result in unanticipated adverse effects, DDOT shall immediately notify the Signatories in writing and consult further with the Signatories and Consulting Parties in the design modification planning process to ensure that the effects of the design modifications on historic properties are taken into account in accordance with this Amended MOA and 36 CFR 800. If adverse effects are unavoidable, DDOT shall address any amendments in accordance with Stipulation IV (Unanticipated Discoveries and Unanticipated Effects) and VIII (Amendments).

III. Construction Activities and Potential Indirect Effects

- A. Construction Protection Plan. No later than ninety (90) calendar days prior to the commencement of project construction, DDOT shall develop a construction protection plan to ensure that care will be taken to minimize harm to historic properties near construction activities during project implementation and/or that effects to historic properties from temporary construction-related activities will be avoided or minimized. DDOT will adhere to the commitments in the plan as a measure to minimize potential effects on historic properties. Construction-related activities and associated effects addressed in this plan may include, but not necessarily be limited to, vibration effects and potential impacts from proposed haul routes and traffic re-routing. The plan will be developed through coordination with Signatories and Consulting Parties in accordance with Stipulation II of this Amended MOA. If unanticipated adverse effects are identified, any amendments shall be addressed in accordance with Stipulation VIII, Amendments.
- B. Construction Staging Plan. DDOT shall review the proposed construction staging plans with DC SHPO to determine if the construction staging will result in previously unanticipated effects on historic properties. If any effects are determined to be adverse, DDOT shall consult with the Signatories and Consulting Parties to identify appropriate avoidance, minimization or mitigation measures to address the newly identified adverse effect. If unanticipated adverse effects are identified, DDOT shall address any amendments in accordance with Stipulation VIII, Amendments.

IV. Unanticipated Discoveries and Unanticipated Effects

- A. DDOT will insert into all contracts for excavation, construction, or other ground-disturbing activities in the revised APE the procedures described below for the treatment of unanticipated discoveries and effects, including human remains. DDOT will follow the processes described below in order to minimize the risk of construction delay if archaeological sites that are eligible for listing in the NRHP are discovered during project implementation.
 - 1. If a previously unanticipated archaeological site is discovered within the LOD, which is the area of anticipated direct effects within the revised APE, DDOT shall halt all work involving ground disturbance in the immediate area of discovery. DDOT will notify DC SHPO and FHWA within 24 hours of discovery.
 - 2. An archaeologist meeting the standards set forth in Stipulation XII shall immediately inspect the work site to evaluate the nature and extent of the discovery, make recommendations to DDOT regarding the eligibility of the discovery for the NRHP, and determine the measures needed to protect the discovery from construction effects, if appropriate. DDOT shall promptly protect the area of the discovery, and once it has done so, FHWA shall approve the resumption of construction in those areas where it is concluded in documentation that there will be no physical effect to the discovery.
 - 3. If, during construction, significant archeological resources are discovered on lands administered by NPS, DDOT shall halt all work involving ground disturbance in the immediate area of discovery until the resources can be identified and documented and an appropriate mitigation strategy developed.

DDOT will consult with the DC SHPO, NPS, and/or the NPS Regional Archaeologist to ensure resources are addressed. Any artifacts found on NPS lands are recognized as the property of the NPS.

4. Within three (3) business days of making the discovery, DDOT shall submit written notification to DC SHPO, NPS and FHWA that shall include DDOT's assessment of 1) whether the data available permit a determination of eligibility for the NRHP and if not, plans to conduct Phase I investigations of the identified resources, or 2) if the resources are eligible for listing in the NRHP, the actions that DDOT proposes to resolve the potential adverse effects. DC SHPO, NPS and FHWA shall have two (2) business days (not including a federal holiday) from receipt of written notification to respond to DDOT. DDOT shall take into account any recommendations provided by DC SHPO, NPS and FHWA. FHWA shall make a final decision on proposed actions, if any, in consultation with DC SHPO prior to implementation. Disputes regarding the final decision will be resolved in accordance with Stipulation VII, Dispute Resolution.
- B. DDOT will ensure that any area that has not been investigated in the prior required Phase I identification study will be researched in accordance to the Phase I requirements.
- C. As part of project construction processes, DDOT, or its contractors, will monitor potential unanticipated adverse effects to built historic properties from vibration, maintenance of traffic rerouting, or other project impacts not identified in the Supplemental EIS. DDOT will notify the Signatories and Consulting Parties of any potential unanticipated adverse effects within 10 business days of discovery and develop a plan to consult with the Signatories and Consulting Parties to resolve any unanticipated adverse effects.

V. Discovery of Human Remains

- A. Within twenty-four (24) hours, DDOT shall notify DC SHPO and FHWA if human remains are discovered during implementation of the Undertaking and shall halt all ground-disturbing activities in the immediate area of the discovery until all of the following actions have been carried out.
1. Within twenty-four (24) hours, DDOT shall implement measures to protect the human remains from inclement weather and vandalism, and notify the District of Columbia Office of the Chief Medical Examiner (OCME) of the discovery.
 2. DDOT shall provide OCME and DC SHPO with a description of the discovery sufficient to allow OCME to complete its obligations under DC Official Code §5-1406 or other applicable law.
 3. If the OCME determines that the human remains are not subject to a criminal investigation by local or federal authorities, DDOT shall comply with all applicable federal and District of Columbia laws and regulations governing the discovery and disposition of human remains. If the remains are deemed a Section 106 resource, DDOT shall follow ACHP's *Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects* (2007), available at: www.achp.gov/docs/hrpolicy0207.pdf.

4. In the event that DDOT determines, after consultation as set forth in Stipulation V.F, that Native American human remains or funerary objects have been discovered in a parcel owned by the federal government, DDOT shall immediately (within 24 hours) notify the appropriate federal land manager and FHWA will contact affected Indian tribes.
5. Before making any final decision regarding the treatment of human remains, DDOT shall within five (5) business days (not including a federal holiday) after discovery of such remains initiate consultation with ACHP, DC SHPO, Indian tribes (if applicable), and Consulting Parties to develop and implement treatment measures and plans in accordance with federal and District law.

VI. Reporting

- A. Annual Reports. In order to monitor completion of the stipulations contained in this Amended MOA, DDOT, on behalf of FHWA, will prepare and submit annual reports to Signatories and Consulting Parties summarizing the actions taken to fulfill the stipulations of this Amended MOA. DDOT will incorporate the stipulations included in this Amended MOA into the final design plans for the South Capitol Street Project.
- B. Annual Meetings. DDOT will hold annual meetings with the Signatories and Consulting Parties of the Amended MOA to discuss activities carried out pursuant to this Amended MOA during the preceding year and activities scheduled for the coming year. Annual reports, as described in Stipulation VI. A., shall be distributed by DDOT to the Signatories and Consulting Parties of the Amended MOA at least fifteen (15) calendar days prior to the annual meeting.
- C. Schedule. The timeframe for the annual reports and annual meetings will commence from the execution date of this Amended MOA.
- D. Final Report. DDOT will issue a final report describing the completion of all stipulations contained in this Amended MOA. The final report will be submitted to Signatories and Consulting Parties three (3) months prior to the date the Amended MOA expires.

VII. Dispute Resolution

- A. Should any Signatory or Consulting Party to this Amended MOA object within thirty (30) calendar days to any documentation or materials submitted for review, actions proposed, or review comments submitted pursuant to this Amended MOA, FHWA shall consult with the objecting party and/or parties in an attempt to resolve the objection.
- B. If FHWA determines that the objection cannot be resolved, FHWA shall forward documentation relevant to the dispute and request the further comments of ACHP. Within forty-five (45) calendar days after receipt of all pertinent documentation, ACHP will either provide FHWA with comments which FHWA will take into account in reaching a final decision regarding the dispute or notify FHWA that it will

comment pursuant to 36 CFR 800.7(c), and proceed to comment. Any ACHP comment provided in response to such a request shall be taken into account by FHWA in accordance with 36 CFR 800.7(c) (4) with reference to the subject of the dispute. Any ACHP recommendation or comment will be understood to pertain only to the subject of the dispute; FHWA's responsibility to carry out all actions under this Amended MOA that are not subjects of the dispute will remain unchanged.

- C. FHWA shall inform all Signatories and Consulting Parties of its final decision.
- D. At any time during implementation of the measures stipulated in this Amended MOA, should an objection to its implementation be raised by a member of the public, FHWA shall take the objection into account and consult as needed with the objecting party, DC SHPO, NPS, ACHP and/or DDOT to resolve the objection. FHWA will notify Signatories and Consulting Parties of any objection within thirty (30) calendar days and develop a consultation plan to address the objection. If FHWA determines that the objection cannot be resolved, the processes described in VII.B and VII.C will be followed.

VIII. Amendments

Any Signatory to this Amended MOA may propose that it be further amended, whereupon the Signatory shall consult with the other Signatories and Consulting Parties to this Amended MOA within thirty (30) calendar days of the proposal to consider an amendment. Any such amendment shall be effective on the date a fully executed copy is filed with ACHP.

IX. Termination

- A. If any Signatory to the Amended MOA determines that the Amended MOA's terms will not or cannot be carried out, that party shall immediately consult with the other Signatories to attempt to develop an amendment per Stipulation VIII, above. If, within thirty (30) calendar days, an amendment cannot be reached, any Signatory may terminate the Amended MOA upon written notification to the other Signatories.
- B. Once the Amended MOA is terminated, and prior to work continuing on the Undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR 800.6 or (b) request, take into account, and respond to the comments of ACHP under 36 CFR 800.7.
- C. FHWA shall notify the Signatories and Consulting Parties as to the course of action it will pursue.

X. Monitoring

Signatories may request to monitor activities carried out pursuant to this Amended MOA. If FHWA, in coordination with DDOT, determines that monitoring will cause safety and scheduling concerns, FHWA will cooperate with Signatories to carry out their monitoring and review responsibilities.

XI. Personnel Qualifications

All historic properties work performed pursuant to this Amended MOA will be carried

out by or under the direct supervision of historians, architectural historians, and archeologists who meet or exceed the *Secretary of the Interior's Professional Qualification Standards* set forth in 36 CFR Part 61, Appendix A.

XII. Principles and Standards

FHWA and DDOT agree that all historic properties investigations and work performed pursuant to this Amended MOA shall be conducted in a manner consistent with the principles and standards contained in *Secretary of the Interior's Standards for the Treatment of Historic Properties* (36 CFR Part 68), *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (1983 and successors), *DC Historic Landmark and Historic District Protection Act* (1979, as amended), *Guidelines for Archeological Investigations in the District of Columbia* (DC Preservation League 1988), *Recommended Approach for Consultation on Recovery of Significant Information from Archeological Sites* (ACHP 1999, 64FR 27085-27087), and *DC Historic Landmark and Historic District Protection Act* (1978 as amended).

XIII. Coordination with Other Federal Reviews

If FHWA receives a written request from an agency(ies) to meet its Section 106 responsibilities by adhering to the Amended MOA, FHWA will consider such a request. If FHWA agrees in writing that the effects of the South Capitol Street Project on historic properties will remain unchanged as a result of the additional Undertaking(s), the federal agency(ies) which are responsible for the additional Undertaking(s) may fulfill their Section 106 responsibilities by agreeing in writing to the terms of this Amended MOA. Any amendments shall be addressed in accordance with Stipulation VIII, Amendments.

XIV. Counterparts/Electronic Copies

This Amended MOA may be executed in counterparts, each separately and together constituting the same document. Execution of this Amended MOA by facsimile shall be sufficient for all purposes. Within one week of following receipt of the last signature on this Amended MOA, DDOT shall provide each Signatory with one legible, full-color, electronic copy of this fully-executed Amended MOA and all of its attachments. If the electronic copy is too large to send via e-mail, DDOT shall provide each Signatory and Consulting Party with a copy of this Amended MOA via a compact disc.

XV. Duration

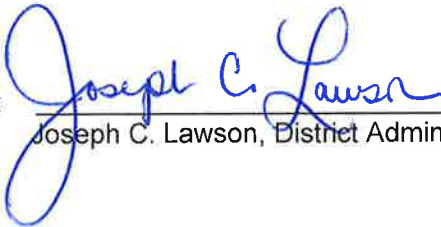
The terms of this Amended MOA shall commence on the date the last signature is affixed hereto (Effective Date), and shall expire when the Amended MOA is terminated, or twelve (12) years from the Effective Date of the Amended MOA, whichever occurs first, unless the Signatories agree in writing to an extension.

Execution of this Amended MOA by FHWA, DC SHPO, ACHP, and DDOT prior to FHWA approval of this Undertaking, and implementation of its terms, evidence that FHWA has taken into account the effects of this Undertaking on historic properties and has afforded ACHP an opportunity to comment on the Undertaking.

Signatures Follow

SIGNATORY PAGE
AMENDED AND RESTATED MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICER,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE DISTRICT DEPARTMENT OF TRANSPORTATION,
REGARDING
THE SOUTH CAPITOL STREET PROJECT WITHIN THE DISTRICT OF COLUMBIA


Federal Highway Administration

By: 
Joseph C. Lawson, District Administrator

Date: 6/4/15

**SIGNATORY PAGE
AMENDED AND RESTATED MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICER,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE DISTRICT DEPARTMENT OF TRANSPORTATION,
REGARDING
THE SOUTH CAPITOL STREET PROJECT WITHIN THE DISTRICT OF COLUMBIA**

District of Columbia State Historic Preservation Office

By:  _____
David Maloney
District of Columbia State Historic Preservation Officer

Date: 6/9/2015

SIGNATORY PAGE
AMENDED AND RESTATED MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICER,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE DISTRICT DEPARTMENT OF TRANSPORTATION,
REGARDING
THE SOUTH CAPITOL STREET PROJECT WITHIN THE DISTRICT OF COLUMBIA

Advisory Council on Historic Preservation

By: 

For John Fowler, Executive Director

Date: 6/15/15

SIGNATORY PAGE
AMENDED AND RESTATED MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICER,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
THE DISTRICT DEPARTMENT OF TRANSPORTATION,
REGARDING
THE SOUTH CAPITOL STREET PROJECT WITHIN THE DISTRICT OF COLUMBIA

District Department of Transportation (Invited Signatory)

By:



Leif Dormsjo, Director

Date:

6/11/15

Attachment 1: National Capital Planning Commission Correspondence



Preserving America's Heritage

June 15, 2015

Mr. Michael Hicks
Environmental Engineer
Federal Highway Administration
1990 K Street NW, Suite 510
Washington, D.C. 20006

Ref: *Amended and Restated Memorandum of Agreement among the Federal Highway Administration, The District of Columbia State Historic Preservation Officer, The Advisory Council on Historic Preservation, and the District Department of Transportation, regarding the South Capitol Street Project within the District of Columbia*

Dear Mr. Hicks:

Enclosed is a copy of the Advisory Council on Historic Preservations signature page for the amended Memorandum of Agreement for the referenced undertaking. By carrying out the terms of the Agreement, you will fulfill your responsibilities under Section 106 of the National Historic Preservation Act and the regulations of Advisory Council on Historic Preservation.

We commend FHWA for working closely with the District Department of Transportation, the District of Columbia State Historic Preservation Office and other consulting parties to resolve the adverse effects for this undertaking.

If we may be of further assistance, please contact Meghan Hesse at (202) 517-0214, or via e-mail at mhesse@achp.gov.

Sincerely,

Charlene Dwin Vaughn, AICP
Assistant Director
Federal Permitting, Licensing and Assistance Section
Office of Federal Agency Programs

Enclosure



NCPC File No. 7529

March 18, 2015

Joseph C. Lawson
Federal Highway Administration
District of Columbia Division
1990 K Street, N.W. Suite 510
Washington, DC 20006-1103

RE: South Capitol Street, National Historic Preservation Act, Section 106 Signatory

Dear Mr. Lawson,

The National Capital Planning Commission is aware that the Federal Highway Administration has proposed a Revised Preferred Alternative in a Supplemental Draft Environmental Impact Statement (SDEIS) for the South Capitol Street Project (Project) that introduces changes not previously included as part of the 2011 Final EIS (FEIS). Because of these proposed changes, effects to historic properties from the Revised Preferred Alternative have been assessed as part of the Project's compliance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and its enabling legislation at Code of Federal Regulations Title 36 Part 800. A Supplemental Draft Environmental Impact Statement has been circulated to the public and the Section 106 process has been reinitiated to address the changes in effects to historic properties.

A Memorandum of Agreement (MOA) was executed in December 2011 to address adverse effects of the Project, as identified in the Final Environmental Impact Statement at that time.

The previous Preferred Alternative included in the FEIS required land transfers between the District Department of Transportation and both the National Park Service as well as the Department of Defense. As the central planning agency for the federal government in the National Capital Region, the National Capital Planning Commission (NCPC) must approve land transfers, which is why the Commission was a Signatory to the 2011 MOA. The Revised Preferred Alternative described in the SDEIS will not require the land transfers. Because of this change in the Revised Preferred Alternative, NCPC no longer has an approval role. The NCPC remains a cooperating agency for the Project and a Section 106 consulting party, but does not need to be a signatory to the Amended MOA.

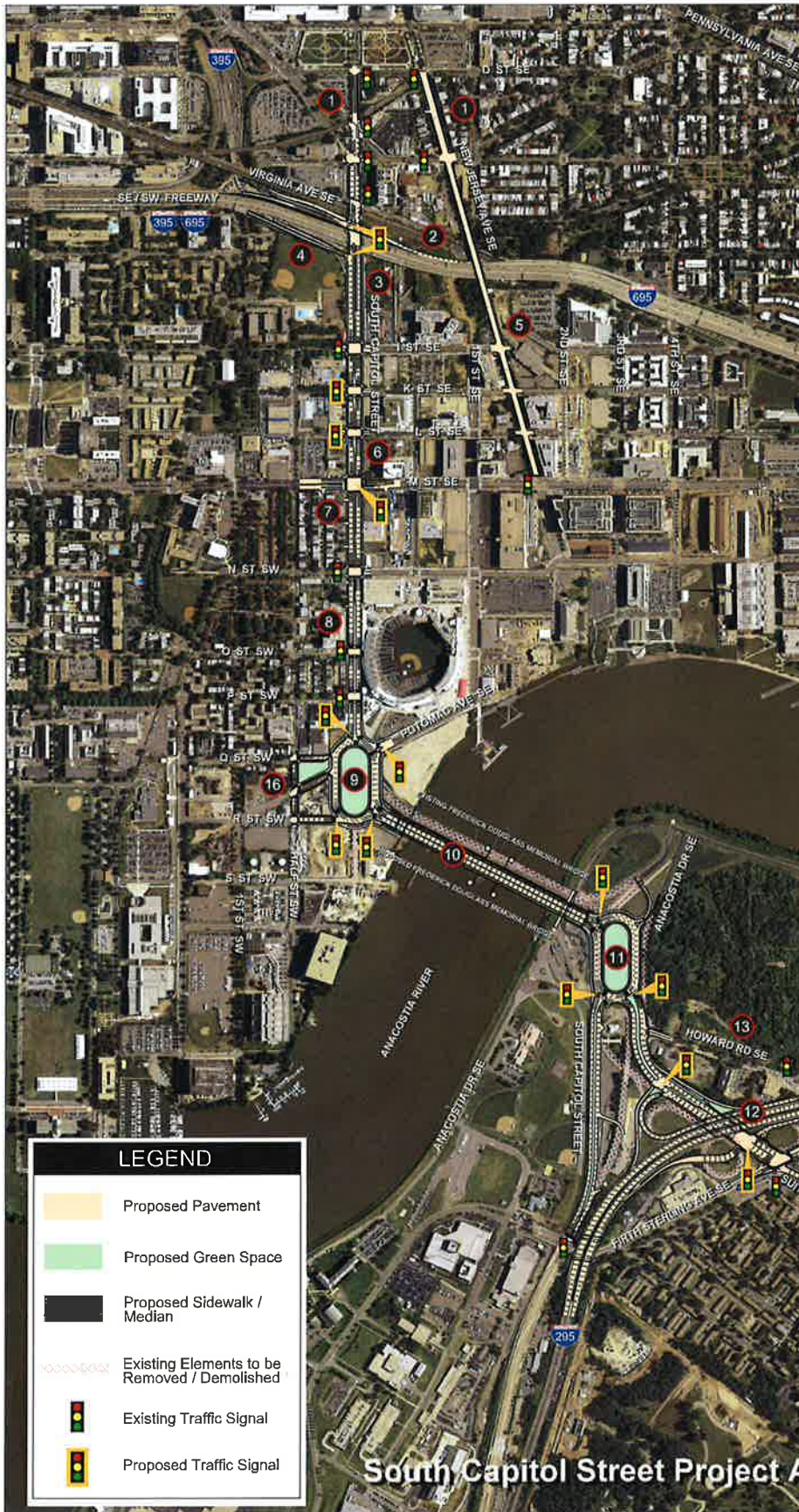
Sincerely,

A handwritten signature in black ink, appearing to read 'Marcel Acosta'.

Marcel Acosta
Executive Director

Cc: Leif Dormsjo, District Department of Transportation, Acting Director
David Maloney, District of Columbia Historic Preservation Officer
John Fowler, Advisory Council on Historic Preservation, Executive Director

Attachment 2. Project Plan Illustration



- 1 Add pedestrian amenities and enhance streetscape along South Capitol Street north of I Street and along New Jersey Avenue SE north of SE/SW Freeway.
- 2 Restripe SE/SW Freeway westbound and close the outer most thru lane between exit and entrance ramps (off from South Capitol Street). Restripe the existing exit ramp from single-lane to two-lane ramp without pavement widening.
- 3 Replace existing suspended ramp (north bound South Capitol Street to SE/SW Freeway) with at-grade intersection and new ramp.
- 4 Realign two existing ramps as compact diamond configuration (from SE/SW Freeway to southbound South Capitol Street, right turn only). Reconstruct sidewalk along South Capitol Street and replace pedestrian underpass with at-grade crossing.
- 5 Restore full 160' right-of-way and enhance streetscape along New Jersey Avenue SE south of SE/SW Freeway.
- 6 Reconstruct South Capitol Street as urban boulevard between SE/SW Freeway and just south of N Street. Open intersections of South Capitol Street with K Street and I Street to cross traffic and signalize.
- 7 Construct at-grade intersection at South Capitol Street and M Street and reconstruct M Street from Half Street SW to just east of Half Street SE.
- 8 Urban boulevard at South Capitol Street and at-grade intersections at O Street and P Street were constructed as part of South Capitol Street near-term improvement project. Resurface pavement, improve pedestrian amenities and enhance streetscape.
- 9 Construct (west) traffic oval at South Capitol Street, Polomac Avenue, Q Street SW, R Street SW, and new Frederick Douglass Memorial Bridge (FDMB).
- 10 Replace existing FDMB with new six-lane bridge including multi-use trails, and demolish existing bridge.
- 11 Construct (east) traffic oval at South Capitol Street, Sulland Parkway, new Anacostia Drive and new FDMB. Remove existing ramps leading to/from existing FDMB. Reconstruct South Capitol Street from east oval to Firth Sterling Avenue SE. Provide access to DC Water new poplar point pump station. Preserve existing pump station house.
- 12 Replace existing Sulland Parkway and I-295 interchange with modified diamond interchange, including reconstruction of I-295 bridges over Sulland Parkway, Firth Sterling Avenue, and Howard Road SE. Remove existing ramps to/from I-295. Reconstruct Sulland Parkway from Firth Sterling Avenue SE to east oval. Reconstruct Firth Sterling Avenue SE from Sulland Parkway to Howard Road SE.
- 13 Construct new and improved pedestrian/bike connections throughout the project area including a new pedestrian/bike path along Sulland Parkway connecting Firth Sterling Avenue and the east oval.
- 14 Construct compact diamond interchange at Sulland Parkway and Martin Luther King (MLK) Jr. Avenue SE. Preserve existing MLK bridge over Sulland Parkway. Reconstruct Sulland Parkway from south of Stanton Road SE to Firth Sterling Avenue SE and remove existing ramps from Stanton Road SE to Sheridan Road SE.
- 15 Reconstruct pedestrian bridge over Sulland Parkway.
- 16 Restore and enhance landscape at U.S. Reservation 245.

LEGEND

- Proposed Pavement
- Proposed Green Space
- Proposed Sidewalk / Median
- Existing Elements to be Removed / Demolished
- Existing Traffic Signal
- Proposed Traffic Signal

South Capitol Street Project Area

Not to Scale

1. Capitol Hill HD
Listed

2. Randall Junior High School
(Francis L. Cardozo Elementary School)
Listed

3. Capitol Police Horse Barn/
Former D.C. Dog Pound
Eligible

4. St. Vincent de Paul Church
Eligible

5. Southwest Rowhouse HD/
Carrollburg Place
Eligible

6. William Syphax School
Listed

7. National War College
(Army War College)
NHL

8. PEPCO Buzzard Point
Power Plant/Pump House
Eligible

9. WASA Poplar Point Pump Station
Eligible

10. St. Elizabeths Hospital
NHL

11. Sulland Parkway
Listed

12. Recommended Anacostia HD
Boundary Expansion
Eligible

13. Anacostia Park
Eligible

14. WASA Anacostia Shoreline
Pump Station
Eligible

15. Old National Capitol Pumhouse
Eligible

16. Main Sewerage Pumping Station,
District of Columbia
Listed

17. Washington Navy Yard Annex HD
Listed

18. Washington Navy Yard HD
NHL

19. Washington Navy Yard East
Extension
Eligible

20. The L'Enfant Plan of the
City of Washington, D.C.
Listed (not depicted)

21. United States Capitol
NHL

22. USS Barry
Potentially Eligible

23. Skyline Inn (Capitol Skyline Hotel)
Eligible

2012 Aerial Imagery, DC GIS

Attachment 4: South Capitol Street Project Effects Determinations for Historic Properties within the Revised APE

MAP NUMBER	KEY	HISTORIC PROPERTY NAME	EFFECT DETERMINATION
1		Capitol Hill Historic District	No Adverse Effect
2		Randall Junior High School (Francis L. Cardozo Elementary School)	No Effect
3		Capitol Police Horse Barn/Former D.C. Dog Pound	No Adverse Effect
4		St. Vincent de Paul Church	No Adverse Effect
5		Southwest Rowhouse Historic District/Carrollsbury Place	No Adverse Effect
6		William Syphax School	No Effect
7		National War College (Army War College)	No Adverse Effect
8		PEPCO Buzzard Point Power Plant/Pump House	No Adverse Effect
9		WASA Poplar Point Pump Station	No Adverse Effect
10		St. Elizabeths Hospital	No Adverse Effect
11		Suitland Parkway	No Adverse Effect
12		Recommended Anacostia Historic District Boundary Expansion	No Adverse Effect
13		Anacostia Park	No Adverse Effect
14		WASA Anacostia Shoreline Pump Station	No Adverse Effect
15		Old National Capitol Pumphouse	No Adverse Effect
16		Main Sewerage Pumping Station, District of Columbia	No Adverse Effect
17		Washington Navy Yard Annex Historic District	No Adverse Effect
18		Washington Navy Yard Historic District	No Adverse Effect
19		Washington Navy Yard East Extension	No Adverse Effect
20		The L'Enfant Plan of the City Washington, D.C.	Adverse Effect
21		United States Capitol	No Adverse Effect
22		USS <i>Barry</i>	No Adverse Effect
23		Skyline Inn	No Adverse Effect
N/A (out of LOD)		Site 51SE012	No Effect
N/A (out of LOD)		Site 51SE024	No Effect
N/A (out of LOD)		Site 51SE034 (Howard Road Historic District)	No Effect
N/A (out of LOD)		Site 51SE071	No Effect

Attachment 5: 2011 Executed Memorandum of Agreement

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
THE NATIONAL CAPITAL PLANNING COMMISSION,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND
THE DISTRICT DEPARTMENT OF TRANSPORTATION,
REGARDING
THE SOUTH CAPITOL STREET PROJECT WITHIN THE
DISTRICT OF COLUMBIA**

This Memorandum of Agreement (MOA) is entered into by and among the Federal Highway Administration (FHWA), the District of Columbia State Historic Preservation Officer (DC SHPO), the National Capital Planning Commission (NCPC), the Advisory Council on Historic Preservation (ACHP) and the District Department of Transportation (DDOT) as an invited signatory (individually referred to herein as "Signatory" and collectively as "Signatories").

RECITALS

WHEREAS, FHWA is the lead federal agency responsible for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. 470), and the implementing regulations provided in 36 CFR Part 800; and

WHEREAS, the Proposed Undertaking (Undertaking), according to the South Capitol Street Final Environmental Impact Statement (FEIS) and associated Section 106 studies that are the subject of this MOA, will be the replacement of the Frederick Douglass Memorial Bridge with a new arched bascule bridge in a selected location over the Anacostia River and conversion of the South Capitol Street Corridor into a grand, urban boulevard, which will provide a prominent gateway to the US Capitol and Monumental Core in keeping with the original intent of Pierre L'Enfant's 1791 Plan of the City of Washington. The Undertaking includes the widening of the Suitland Parkway between South Capitol Street and Martin Luther King, Jr. Avenue and the construction of a new interchange at Martin Luther King, Jr. Avenue. The Undertaking will include elements that accommodate existing and potential transit facilities and provide enhanced pedestrian and bicycle facilities as well as streetscape features; and

WHEREAS, FHWA administers the Federal-Aid Highway Program in the District of Columbia authorized (23 U.S.C. 101 et seq.) through Federal-aid Agreement with DDOT as project sponsor (49 CFR 1.48) and, as such, DDOT is responsible for executing the Proposed Undertaking in accordance with the terms of this MOA; and

WHEREAS, NCPC is the central planning agency for the federal government in the National Capital Region, reviews District of Columbia public projects, and may have Section 106 review responsibilities in the future; and

WHEREAS, the National Park Service (NPS) is the federal agency with jurisdiction over park areas within the NHPA area of potential effects; and has participated as a Consulting Party in the Development of the MOA.

WHEREAS, DDOT has jurisdiction over the Suitland Parkway in the District of Columbia; and

WHEREAS, the area of potential effects (APE) for the Undertaking has been determined by FHWA in accordance with the definition provided in 36 CFR 800.16(d) and is delineated on the attached Exhibit A; and

WHEREAS, FHWA has consulted with DC SHPO pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800); and

WHEREAS, FHWA, ACHP, NCPC, DC SHPO, and DDOT are the Signatories of this MOA; and

WHEREAS, the National Park Service, the Capitol Hill Restoration Society, Heritage Preservation, Southwest Neighborhood Assembly, Washington Metropolitan Area Transit Authority, and Georgetown University Law Center have chosen to participate in the project as Section 106 Consulting Parties (Consulting Parties); and

WHEREAS, FHWA has determined during the National Environmental Policy Act and Section 106 review processes that the Undertaking will have an adverse effect on properties listed in the National Register of Historic Places (NRHP) as part of the Plan of the City of Washington (L'Enfant Plan), through the introduction of a traffic oval that would interrupt the linear integrity of Potomac Avenue, one of the original diagonal roadways in the L'Enfant Plan. The Undertaking will also have an adverse effect on the NRHP-listed Suitland Parkway by altering the historic alignment of the Suitland Parkway and reconstructing the Martin Luther King, Jr. Avenue overpass; and

WHEREAS, FHWA has determined that the Undertaking will have no adverse effect on the Capitol Hill Historic District; William Syphax School; District of Columbia Water and Sewer Authority's O Street Station and two associated pump stations; District of Columbia Water and Sewer Authority's Anacostia Shoreline Pump Station; District of Columbia Water and Sewer Authority's Poplar Point Pump Station; Washington Metropolitan Area Transit Authority's Southeastern Bus Garage (17 M Street, SE – demolished in 2009); Carrollburg Place Historic District; Eliza Randall School and Recreation Center; Former District of Columbia Dog Pound; Old National Capitol Pump House; St. Vincent De Paul Church; and Anacostia Park; and

WHEREAS, FHWA has determined that no known archaeological sites are present within the APE; and

WHEREAS, FHWA notified ACHP of the potential adverse effects pursuant to 36 CFR 800.6(a)(1) and ACHP has chosen to participate formally in the development of this MOA; and

WHEREAS, DDOT's obligations under this MOA are subject to the provisions of: Title 23 Code of Federal Regulations, Section 771.109 and (i) the federal Anti-Deficiency Act, 31 U.S.C 1341, 1342, 1351, (ii) the District of Columbia Anti-Deficiency Act, D.C. Official Code 47-355.01-335.08, (iii) D.C. Official Code 47-105 and (iv) D.C. Official Code 1-204.46 (2006 Supp.), as the foregoing statutes may be amended from time to time, regardless of whether a particular obligation has been expressly so conditioned; and

WHEREAS, DDOT is authorized to enter into this MOA pursuant to Sections 5(1)(A)-(D) and 6(b) of the Department of Transportation Establishment Act of 2002, D.C. Law 14-137, D.C. Official

Code 50-921.04(1)(A)-(D) and 50-921.05(b) and as an invited Signatory under 36 CFR 800.6(c)(2); and

WHEREAS, public participation and involvement have been undertaken to solicit comments from interested parties through public meetings held on June 8, June 14, July 14, and August 16, 2005 and April 26 and 28, 2011; public hearings held on March 4 and 5, 2008; and a Section 106 Consulting Party meeting held on June 9, 2009, and through publication and distribution of the Draft Environmental Impact Statement, Final Environmental Impact Statement, and relevant Section 106 reports.

NOW, THEREFORE, FHWA, DC SHPO, NCPC, ACHP, and DDOT, agree that the Undertaking shall be implemented in accordance with the stipulations provided herein.

STIPULATIONS

FHWA shall ensure that the following measures are carried out:

I. Historic Properties Mitigation

A. Plan of the City of Washington

1. DDOT will continue to consult with Signatories and Consulting Parties on roadway and intersection improvements to avoid, minimize and/or mitigate adverse effects on the Plan of the City of Washington at key project milestones. An 11" x 17" set of project design plans for review will be distributed to each Signatory and Consulting Party at 30%, 65%, and 90% milestones. Signatories and Consulting Parties may submit written comments on the proposed plans within 30 calendar days. DDOT will consider and respond to timely written comments. If any Signatory and/or Consulting Party does not provide comments or objections within 30 calendar days of receipt, DDOT shall continue with project planning and development in accordance with the proposed plans.
2. DDOT will restore Reservations 243, 244, if feasible, and 245 in accordance with design practices established through coordination with DC SHPO and NCPC and in accordance with design review procedures established in Stipulation I.A.1 of this MOA. Reservation 244 is currently used as a roadway maintenance support facility. Therefore, DDOT will coordinate annually with the District of Columbia Department of Public Works (DPW), the operator of such support facility to determine if the restoration of Reservation 244 is feasible during the life of this MOA. DPW's response from this coordination shall be included in the annual report in accordance with Stipulation VI, Reporting.
3. DDOT will develop a design for the area within the proposed traffic oval and its environs that will visually maintain the original layout of the historic L'Enfant right-of-way of South Capitol Street and Potomac Avenue and preserve open space for future development in accordance with NCPC's planning and policy documents. The design will be developed through further coordination with Signatories and Consulting Parties in accordance with design review procedures established in Stipulation I.A.1 of this MOA.

4. DDOT will develop and implement an interpretive signage program within the project area focusing on the Plan of the City of Washington. The interpretive signage program, from scope and location to final design, will be developed through coordination with Signatories and Consulting Parties in accordance with design review procedures established in Stipulation I.A.1 of this MOA. All interpretive signage will be installed by DDOT by the end of the construction period.

B. Suitland Parkway

1. DDOT will continue to consult with Signatories and Consulting Parties on roadway and intersection improvements to minimize and/or mitigate adverse effects on the Suitland Parkway at key project milestones. An 11" x 17" set of project design plans for review will be distributed to each Signatory and Consulting Party at 30%, 65%, and 90% milestones. Signatories and Consulting Parties may submit written comments on the plans within 30 calendar days. DDOT will consider and respond to timely written comments. If any Signatory and/or Consulting Party does not provide comments or objections within 30 calendar days of receipt, DDOT shall continue with project planning and development in accordance with the proposed plans.
2. The replacement bridge design of the Martin Luther King, Jr. Avenue overpass at the Suitland Parkway will take into account the *Secretary of the Interior's Standards for the Rehabilitation of Historic Properties* and will be developed in consultation with Signatories and Consulting Parties, in accordance with design review procedures established in Stipulation I.B.1 of this MOA.
3. DDOT will salvage and reuse (within the project limits) original historic materials from the roadway and the existing Martin Luther King, Jr. Avenue overpass, to the extent feasible and practicable.
4. DDOT will design the affected section of the Suitland Parkway between Firth Sterling Avenue and Stanton Road with close coordination with NPS and in accordance with *NPS Park Road Standards*, 1984.
5. DDOT will develop an aesthetic treatment plan for the Suitland Parkway interchange at Martin Luther King, Jr. Avenue and the Suitland Parkway pedestrian bridge including signage, roadway lighting, landscaping, and other appurtenances. DDOT will submit the treatment plan to Signatories and Consulting Parties for review and comment, in accordance with design review procedures established in Stipulation I.B.1 of this MOA.
6. DDOT will reconstruct the pedestrian bridge over the Suitland Parkway with a design that is compatible to the historic parkway setting. DDOT will submit plans to Signatories and Consulting Parties for design review and comment in accordance with design review procedures established in Stipulation I.B.1 of this MOA.
7. DDOT will complete a historic recordation of the Martin Luther King, Jr. Avenue Bridge and the area of the Suitland Parkway within the project limits in accordance with NPS guidelines for Historic American Buildings Survey and/or Historic American Engineering Record (HABS/HAER) recordation, and will provide one copy of the

recordation package to each Signatory and make available to Consulting Parties if requested.

II. Design Modifications

- A. Should the Undertaking require design modifications, DDOT shall consult with Signatories and Consulting Parties as early as possible in the design modification planning process to ensure that the effects of the design modifications on historic properties are taken into account in accordance with 36 CFR 800. Design modifications may include, but are not limited to, alignment modifications, storm water management facilities, wetland mitigation sites, parkland mitigation sites, reforestation areas, pedestrian/bicycle facilities, or the use of land that is outside of the previously established APE. All design modifications will be evaluated in accordance with the consultation procedures outlined in Stipulation I.A.1 and I.B.1. DC SHPO will review all design modifications to determine if additional consultation is required.
- B. DDOT shall have a professional historic properties consultant that meets the standards set forth in Stipulation XII review any additions or changes to the project and implement identification investigations as necessary to identify any historic properties that may be affected by the proposed activity or alignment modification. DDOT shall provide all findings and recommendations to Signatories and Consulting Parties under this MOA for review and comment. If any Signatory and/or any Consulting Party does not provide comments or objections within 30 calendar days of receipt, DDOT shall continue with project planning and development in accordance with the proposed plans.
- C. DDOT shall evaluate all historic properties identified in the areas inventoried under Stipulation II.B to determine its eligibility for the NRHP. DDOT shall provide the results of any such evaluations to Signatories and Consulting Parties for review and comment. If any Signatory and/or any Consulting Party does not provide comments or objections within 30 calendar days of receipt, DDOT shall continue with project planning and development in accordance with the proposed plans.
- D. DDOT shall make a good-faith effort to avoid adverse effects to historic properties by relocating or modifying the Undertaking, should any property eligible for inclusion in the NHRP be identified under Stipulation II.C. If adverse effects are unavoidable, Signatories and Consulting Parties shall consult to develop and implement an appropriate treatment plan or amendment to this MOA. Any resulting historic properties work will be accomplished in accordance with the relevant performance standards in Stipulations XII and XIII of this MOA.

III. Construction Activities

- A. No later than 90 days prior to the commencement of the project construction, DDOT shall develop a construction protection plan to ensure that care will be taken to minimize harm to historic properties near construction activities during project implementation and/or that adverse effects to neighboring historic districts from temporary construction-related activities will be avoided or minimized. The plan will be developed through coordination with Signatories and Consulting Parties in accordance with design review procedures established in Stipulation I.A.1 and I.B.1 of this MOA. The identification of

adverse effects may require an amendment to this MOA in accordance with Stipulation VIII, Amendment.

- B. DDOT shall review the proposed construction staging plans with DC SHPO to determine if the construction staging will result in effects to historic properties. If any effects are determined to be adverse, DDOT shall consult further with DC SHPO to identify appropriate avoidance, minimization or mitigation measures. The identification of adverse effects may require an amendment to this MOA in accordance with Stipulation VIII, Amendment.
- C. If significant modifications to the construction staging plans are required after final design review has been completed or during construction that may result in unanticipated adverse effects, consultation with Signatories and Consulting Parties will be undertaken by DDOT in accordance with 36 CFR 800.6.

IV. Unanticipated Discoveries

- A. DDOT will insert into all contracts for excavation, construction, or other ground-disturbing activities in the APE the procedures described below for the treatment of unexpected discoveries, including human remains. DDOT will take these actions in order to minimize the risk of construction delay if archaeological sites that are eligible for listing in NRHP are discovered during project implementation.
 - 1. Whenever a previously unidentified archaeological site is discovered within the APE, DDOT shall halt all work involving ground disturbance in the immediate area of discovery. DDOT will notify DC SHPO, and FHWA within 24 hours of discovery.
 - 2. An archaeologist meeting the standards set forth in Stipulation XII shall immediately inspect the work site to evaluate the nature and extent of the discovery, make recommendations to DDOT regarding the eligibility of the discovery for the NRHP, and determine the measures needed to protect the discovery from construction effects, if appropriate. DDOT shall promptly protect the area of the discovery, and once it has done so, FHWA shall provide approval so that construction may resume in those areas where there would be no physical effect to the discovery.
 - 3. If, during construction, significant archeological resources are discovered on lands administered by NPS, DDOT shall halt all work involving ground disturbance in the immediate area of discovery until the resources can be identified and documented and an appropriate mitigation strategy developed. If necessary, consultation with the DC SHPO, NPS, and/or the NPS Regional Archaeologist will be coordinated to ensure resources are addressed. Any artifacts found on NPS lands are recognized as the property of the NPS.
 - 4. Within three (3) business days of making the discovery, DDOT shall submit written notification to DC SHPO, NPS and FHWA that shall include DDOT's assessment of 1) whether the data available permit a determination of eligibility for the NRHP and if not, plans to conduct Phase I investigations of the identified resources, or 2) if the resources are eligible for listing in the NRHP, the actions that DDOT proposes to resolve the potential adverse effects. DC SHPO, NPS and FHWA shall have two (2) business days (not including a federal holiday) from receipt of written notification to

respond to DDOT. DDOT shall take into account any recommendations provided by DC SHPO, NPS and FHWA. FHWA shall make a final decision on proposed actions, if any, in consultation with DC SHPO prior to implementation. Disputes regarding the final decision will be resolved in accordance with Stipulation VII of this MOA.

- B. Any areas that have not been investigated in the prior required Phase I identification study, will be researched in accordance to the Phase I requirements.

V. Human Remains

- A. Within twenty-four (24) hours, DDOT shall notify DC SHPO and FHWA if human remains are discovered during implementation of the Undertaking and halt all ground-disturbing activities in the immediate area of the discovery until all of the following actions have been carried out.
- B. Within twenty-four (24) hours, DDOT shall implement measures to protect the human remains from inclement weather and vandalism, and notify the District of Columbia Office of the Chief Medical Examiner (OCME) of the discovery.
- C. DDOT shall provide OCME and DC SHPO with a description of the discovery sufficient to allow OCME to complete its obligations under DC Official Code §5-1406 or other applicable law.
- D. If the OCME determines that the human remains are not subject to a criminal investigation by local or federal authorities, DDOT shall comply with all applicable federal and District of Columbia laws and regulations governing the discovery and disposition of human remains. If the remains are deemed a Section 106 resource, DDOT shall follow ACHP's *Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects* (2007), available at: www.achp.gov/docs/hrpolicy0207.pdf.
- E. In the event that DDOT determines, after consultation as set forth in Stipulation V.F, below, that Native American human remains or funerary objects have been discovered in a parcel owned by the Federal government, DDOT shall immediately (within 24 hours) notify the appropriate federal land manager.
- F. Before making any final decision regarding the treatment of human remains, DDOT shall within five (5) business days (not including a federal holiday) after discovery of such remains initiate consultation with ACHP, DC SHPO, Indian tribes (if applicable), and Consulting Parties to develop and implement treatment measures and plan in accordance with federal and District law.

VI. Reporting

In order to monitor completion of stipulations, DDOT, on behalf of FHWA will prepare annual reports which will be submitted to Signatories and Consulting Parties summarizing the actions taken to fulfill the stipulations of this MOA and incorporate the stipulations included in this MOA into the final design plans for the South Capitol Street Project. DDOT will also hold annual meetings with MOA Signatories to discuss activities carried out pursuant to this

MOA during the preceding year and activities scheduled for the coming year. Annual reports shall be distributed by DDOT at least 15 days prior to the annual meeting. The annual timeframe will commence from the execution date of this MOA. A final report describing the completion of all stipulations will also be submitted to Signatories and Consulting Parties within 3 months of the date the MOA expires.

VII. Dispute Resolution

- A. Should any Signatory to this MOA object within 30 calendar days to any documentation or materials submitted for review, actions proposed, or review comments submitted pursuant to this MOA, FHWA shall consult with the objecting party(ies) to resolve the objection. If FHWA determines that the objection cannot be resolved; FHWA shall forward documentation relevant to the dispute and request the further comments of ACHP. Within 45 days after receipt of all pertinent documentation, ACHP will either provide FHWA with comments which FHWA will take into account in reaching a final decision regarding the dispute or notify FHWA that it will comment pursuant to 36 CFR 800.7(c), and proceed to comment. Any ACHP comment provided in response to such a request shall be taken into account by FHWA in accordance with 36 CFR 800.7(c) (4) with reference to the subject of the dispute. Any ACHP recommendation or comment will be understood to pertain only to the subject of the dispute; FHWA's responsibility to carry out all actions under this MOA that are not subjects of the dispute will remain unchanged. FHWA shall inform all Signatories and Consulting Parties of its final decision.
- B. At any time during implementation of the measures stipulated in this MOA, should an objection to its implementation be raised by a member of the public, FHWA shall take the objection into account and consult as needed with the objecting party, DC SHPO, NPS, NCPC, ACHP and/or DDOT to resolve the objection.

VIII. Amendment

Any Signatory to this MOA may propose that it be amended, whereupon the Signatory shall consult with the other Signatories to this MOA within 30 days to consider an amendment. Any such amendment shall be effective on the date a fully executed copy is filed with ACHP.

IX. Termination

If any Signatory to the MOA determines that the MOA's terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If, within thirty (30) days, an amendment cannot be reached, any Signatory may terminate the MOA upon written notification to the other Signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR 800.6 or (b) request, take into account, and respond to the comments of ACHP under 36 CFR 800.7. FHWA shall notify the Signatories as to the course of action it will pursue.

X. Monitoring

Signatories may monitor activities carried out pursuant to this MOA. FHWA will cooperate with Signatories in carrying out their monitoring and review responsibilities.

XI. Duration

The terms of this MOA shall commence on the date the last signature is affixed hereto (Effective Date), and shall expire when, the MOA is terminated, or twelve (12) years from the Effective Date of the MOA, whichever occurs first, unless the Signatories agree in writing to an extension.

XII. Personnel Qualifications

All historic properties work performed pursuant to this MOA will be carried out by or under the direct supervision of historians, architectural historians, and archeologists who meet or exceed the meet the *Secretary of the Interior's Professional Qualification Standards* set forth in 36 CFR Part 61, Appendix A.

XIII. Principles and Standards

FHWA and DDOT agree that all historic properties investigations and work performed pursuant to this MOA shall be conducted in a manner consistent with the principles and standards contained in *Secretary of the Interior's Standards for the Treatment of Historic Properties* (36 CFR Part 68), *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (1983 and successors), *DC Historic Landmark and Historic District Protection Act* (1979, as amended), *Guidelines for Archeological Investigations in the District of Columbia* (DC Preservation League 1988), *Recommended Approach for Consultation on Recovery of Significant Information from Archeological Sites* (ACHP 1999, 64FR 27085-27087), and *DC Historic Landmark and Historic District Protection Act* (1978 as amended).

XIV. Coordination with Other Federal Reviews

In the event that DDOT or another District or Federal agency applies for additional federal funding or approvals for the South Capitol Street Project and the Undertaking remains unchanged, such funding or approving agency may comply with Section 106 by agreeing in writing to the terms of this MOA and by notifying and consulting with DC SHPO and ACHP provided that all Signatories agree. Any necessary modifications will be considered in accordance with Stipulation VIII, Amendment.

Execution of this MOA by FHWA, DC SHPO, NCPCH, ACHP, and DDOT, and the submission of documentation and filing of this MOA with ACHP prior to FHWA approval of this Undertaking, and implementation of its terms, evidence that FHWA has taken into account the effects of this Undertaking on historic properties, and has afforded ACHP an opportunity to comment on the Undertaking.

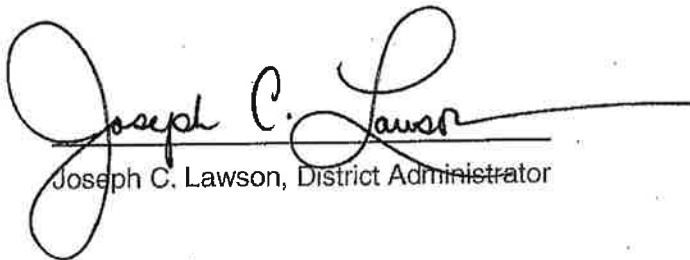
SIGNATORY PAGE

**MEMORANDUM OF AGREEMENT
AMONG**

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THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
THE NATIONAL CAPITAL PLANNING COMMISSION,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND
THE DISTRICT DEPARTMENT OF TRANSPORTATION,
REGARDING
THE SOUTH CAPITOL STREET PROJECT WITHIN THE
DISTRICT OF COLUMBIA**

Federal Highway Administration

By:


Joseph C. Lawson, District Administrator

Date:

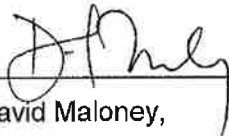
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SIGNATORY PAGE

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REGARDING
THE SOUTH CAPITOL STREET PROJECT WITHIN THE
DISTRICT OF COLUMBIA**

District of Columbia State Historic Preservation Officer

By:


David Maloney,

District of Columbia State Historic Preservation Officer

Date:

11/30/2011

SIGNATORY PAGE

**MEMORANDUM OF AGREEMENT
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**THE FEDERAL HIGHWAY ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
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REGARDING
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DISTRICT OF COLUMBIA**

National Capital Planning Commission

By:



Marcel C. Acosta, Executive Director

Date:

12/1/11


SIGNATORY PAGE

**MEMORANDUM OF AGREEMENT
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DISTRICT OF COLUMBIA**

Advisory Council on Historic Preservation

By:


John Fowler, Executive Director

Date:



SIGNATORY PAGE

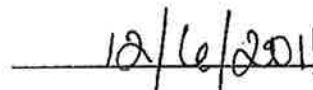
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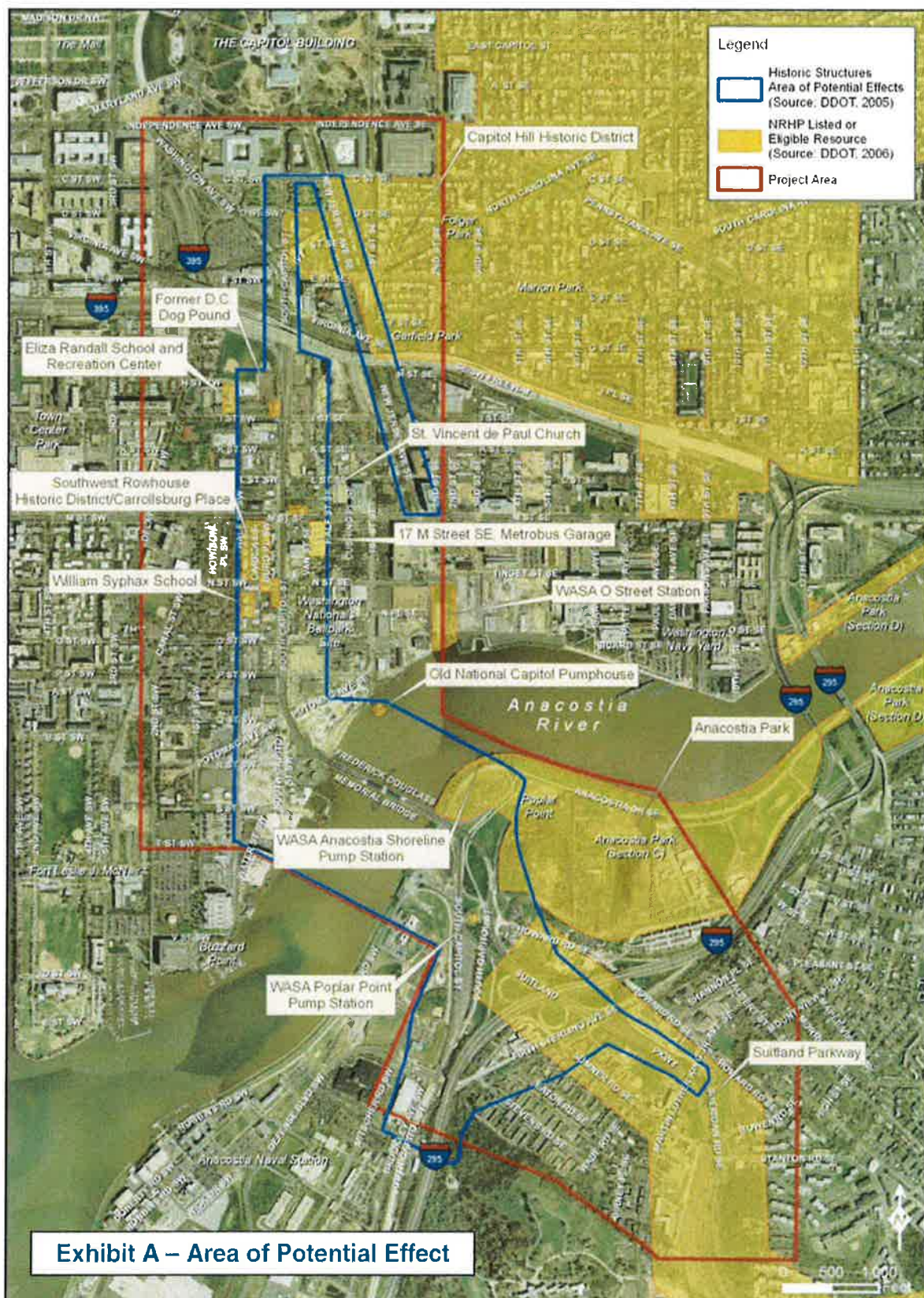
District Department of Transportation (Invited Signatory)

By:


Terry Bellamy, Director

Date:





Attachment 6: South Capitol Street Project Plan (Ovals and Bridge) Illustration

